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# The Hongkong Telegraph.

FOUNDED 1861 六拜禮 號二十月一十英港香 SATURDAY, NOVEMBER 12, 1927. 日九十月十

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## FALL OF HANKOW IMMINENT.

### RIVAL ARMIES HEAVILY ENGAGED.

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### UNREST AT CHINKIANG.

The principal news to-day in the China situation is that in spite of offering much resistance to the armies of Nanking, General Tang Seng-chi's defenders of Hankow are being forced to retreat. The imminent arrival of Nanking forces at Hankow has increased tension at that port and there is much disorganisation.

Vessels on the Yangtze have been subjected to further firing from the banks, and at Spit Hill, which is 40 miles below Hankow, where the Hankow-Nanking armies are heavily engaged, it is dangerous for boats to pass.

At Chinkiang, the Commissioner of Foreign Affairs is afraid that he will not be able to control the military, and he has therefore intimated that he cannot guarantee the safety of Britishers visiting the Concession.

H.M.S. Robin, operating near Dosing, was able yesterday to go to the aid of a tow boat which was being fired on by pirates. The gunboat fired at the bandits with her main armament and dispersed the bandits.

### BRITISH GUNBOAT SHELLS PIRATES.

Hankow, Nov. 12. From the Yangtze area it is increasing tension is evident among the Chinese population. Spit Hill, about forty miles below which is watching events closely. Hankow, are subjected to fire from both sides and field guns. Troops about forty miles from Hankow indicate that although the Wuhan troops are offering stubborn resistance and heavy losses are being suffered by both Nanking and Hankow, the troops loyal to Gen. Tang Seng-chi are being forced to retire.

It is felt in Hankow that the arrival of the Nanking forces is imminent, and the disorganisation which will naturally result in the city's affairs is providing cause for apprehension among both foreigners and Chinese.—*Naval Wireless.*

### BANDITS SHELLED.

#### A West River Incident.

Canton, Nov. 12. Bandits have been very active in the Saimam region since the end of October. On October 30th, they led an attack on Saimam city, but were repulsed by the Merchant Volunteers.

Another abortive attack was made on October 7th, the bandits losing many men, while yesterday the attention of the bandits was directed at the Dosing-Saimam towboat. They fired on her from Sun Sha Island at about noon yesterday, but fortunately H.M.S. Robin appeared on the scene, her commander ordering fire to be opened with her main armament. The bandits dispersed in confusion after the discharge of a few shells.—*Naval Wireless.*

### TROOPS OUT OF HAND.

#### Fears at Chinkiang.

Chinkiang, Nov. 12. The large number of troops now in Chinkiang, some having come from the North bank, are getting out of hand on the admission of the Chinese Commissioner for Foreign Affairs.

In a communication to the British Consul he has stated that he is not in a position to control the military, and therefore cannot guarantee the safety of British subjects visiting the British Concession.—*Naval Wireless.*

### FIRING ON YANGTZE.

#### Dangers for Vessels.

Shanghai, Nov. 12. Marshal Chiang Kai-shek has returned to Shanghai from Japan.

### BRITISH TRADE ON UP GRADE.

#### BIG IMPROVEMENT FOR OCTOBER.

#### TEN MONTHS' INCREASE.

London, Nov. 11. An improvement in British Overseas Trade for October is recorded in the Board of Trade return issued to-day.

The exports for the month totalled £61,000,000, being an advance of half a million as compared with September, while the imports amounted to £105,000,000, being an increase of three millions as compared with September.

A comparison of the first ten months of the present year with the same period of 1926 shows that the increase in exports during that period is about £30,500,000. Though the increase during October was not great the last three or four months have actually been responsible for the greater part of the increase of the ten months, thus showing that the export trade of the country has received an extraordinary impetus in a short time. Coal has almost reached the level of 1925 and iron and steel manufactures are actually £1,000,000 above those of 1925. The volume of exports of machinery, too, is almost equivalent to two years ago.

Imports for first ten months of this year, however, declined by nearly £10,000,000 on 1925 and over £67,000,000 on 1925.—*British Wireless.*

### THE BLUE NILE DAM AFFAIR.

#### A "SATISFACTORY" DISCUSSION.

#### London, Nov. 11.

Doctor Warragh Martin, on his own initiative, visited the Foreign Office to-day and discussed with the appropriate officials the matters raised in reports regarding his visit to America.

The conversation was of an entirely satisfactory nature. Dr. Martin will shortly leave London on his return to Abyssinia.—*British Wireless.*

The reference is to the alleged granting by Dr. Martin, the Abyssinian plenipotentiary, to an American company, of the concession to build a dam on the Blue Nile.

### GERM OF ANOTHER LOCARNO.

#### FRANCE AND YUGO SLAVIA SIGN NEW PACT.

#### Paris, Nov. 11.

M. Briand and M. Marinkovitch, the Yugo-Slav Foreign Minister, signed the Franco-Yugo-Slavian treaty of friendship and arbitration at the Quai d'Orsay this afternoon.

M. Briand in a statement to pressmen emphasised that the treaty contained nothing directed against anyone, and might even be the germ of a new Locarno pact.—*Reuter.*

### SHIPMASTER'S BIG FINE.

#### DUTCH COMPANY TAKING ACTION.

#### Rotterdam, Nov. 11.

The Holland-Australia Line, owners of the steamer Almkerk, whose captain was recently fined £5,000 by the Perth (West Australia) tribunal for having prohibited Chinese immigrants aboard, has decided to replace all Asiatic hands on the Almkerk by Dutchmen.—*Reuter.*

It will be recalled that the captain of the Almkerk was charged in Perth after a number of Chinese stowaways had been found on board his ship.

### ARMISTICE DAY.

#### LONDON'S SOLEMN REMEMBRANCE.

#### THE ALLIES' TRIBUTES.

#### London, Nov. 11.

This evening, one of the most impressive celebrations of the Armistice is being held.

Ten thousand men and women, from all parts of the Home country and overseas Dominions, who served in the Great War, are assembled in the Albert Hall taking part in the "Remembrance Festival." They are joined in singing the songs that cheered and heartened them during the war. The Prince of Wales will deliver an address at the close of the festival. These proceedings will be broadcast to the British Empire from Chelmsford, and to the British Isles from Davenport.

For the first time, the Prince is sending a message which may be heard by all British subjects throughout the world.

At the same time, an even greater gathering which is taking place in Hyde Park will celebrate the occasion in a similar manner, and listen to the broadcast of the Prince's speech. When the Albert Hall meeting ends, the audience will form a procession, marshalled by the British Legion and march to the Cenotaph. A thousand torches will be borne in the procession, which will be led by the bands of the Grenadier and Irish Guards. A contingent from Hyde Park will swell the numbers of the pilgrimage.

At the Cenotaph, a simple ceremony will take place this evening, and a wreath will be laid on behalf of ex-service men and women of the British Empire. Trumpeters of the Life Guards, Royal Guards and Tenth Hussars, will sound the Last Post and Reveille, after which the hymn "Abide with me" and the National Anthem will conclude this great tribute of war veterans.—*British Wireless.*

#### The Prince's Address.

#### London, Nov. 11.

An audience of 10,000, including many ex-servicemen, was present at the Remembrance Festival in the Albert Hall. The enthusiastic community sang songs popular in wartime.

The programme was broadcast all over the Empire, and to America.

The Prince of Wales, addressing his "old comrades and friends," said that Armistice Day, once a day of rejoicing, was now a day of remembrance. "If we are to save ourselves and those coming after us from even a more frightful renewal of the sufferings of the Great War we must, by every action and every-day conversation, ensure peace." Subsequently the torchlight procession laid wreaths on the Cenotaph.—*Reuter.*

#### In France.

#### Paris, Nov. 11.

Armistice Day was celebrated in a chilling drizzle.

There was a striking scene at the Arc de Triomphe, President Doumergue attending surrounded by French and Allied military and naval representatives, and the huge crowd bearing their heads as the two minutes' silence was observed, after which the tomb of the Unknown Warrior was heaped with wreaths.—*Reuter.*

#### In Belgium.

#### Brussels, Nov. 11.

Despite the cold and a fall of snow, Armistice Day was marked by touching ceremonies all over Belgium.

Their Majesties the King and Queen, and members of the Government, placed wreaths on the tomb of the Unknown Warrior at eleven in the morning, after which there was a minute's silence.—*Reuter.*

#### Historic Complete Function.

#### Compiegne, Nov. 11.

In a clearing in Compiegne forest, the railway coach in which the Armistice was signed was ceremoniously established on the very spot where it stood on the memorable occasion nine years ago. Marshal Foch and Admiral Sir George Hope were present.

On the conclusion of the ceremony, Colonel Mott, the United States military attaché, presented Marshal Foch with the gold medal worn by the presidents of the American Legion. The Marshal was deeply touched and expressed his thanks in moving terms.—*Reuter.*

### POPPY DAY SALES FIGURES.

#### GRATIFYING RESPONSE BY COLONY.

#### INCREASED TOTAL EXPECTED.

The Colony made a splendid response yesterday to Earl Haig's Poppy Day Appeal, the street sales alone amounting to over \$6,500, while the results of the self-organised sales in the Kowloon and Taikoo Docks have still to come in.

In Hongkong over \$4,800 was raised, one of the most successful branches being the launch loaned by the Hongkong and Shanghai Bank, which dressed with an overall festoon of poppies, and manned by ladies who made the round of the ships in Harbour, and took their Armistice Day toll.

The Kowloon street sales were a trifle lower than last year's figure, but the \$1,700 already paid in does not include the proceeds of the Ho Mun Tin district sales, which were carried out by the Misses Mercedes da Rosa, C. da Rosa, G. Barros, E. Barros, M. Figueiredo, Maria da Rosa, and A. da Rosa.

The report of the Civil Service collection shows that the ladies collected \$210.10. This effort was organised by Mrs. E. E. Maughan, and ladies assisting were Mrs. R. R. Wood, the Misses K. Grimes, K. Clarke, M. Clarke, A. McKay and Miss Murphy. Other assistants were Masters D. McKay and Sea Scout R. Wood.

#### Other Efforts.

Big individual efforts to augment the proceeds of the Poppy Day returns were made by many local clubs and associations, and probably the amounts from these sources will exceed the sum raised by poppy sales.

The auction at the Hongkong Club during the tiffin interval yesterday was most successful, the record sum of \$1,530 being raised from this source combined with the raffle. Engr. Comdr. Bedells conducted the sale assisted by Mr. W. Logan, poppies, posters and other articles going at remarkable prices.

The special effort of the Kowloon Cricket Club realised a figure in the region of \$1,100. Brisk bidding at the auction followed the announcement of the raffle result: No. 105 (Mr. H. E. Gardner) ham; No. 113 (Mr. D. Pagan) case of whisky. "A rather amusing feature of the gathering was associated with a number of officers of the Queen's Royal Regiment who were present. Their tunics were divested of some of the buttons which were put into the auction forthwith."

The charity football match organised by the Hongkong Football Association was splendidly supported, and it is thought that last year's figure of \$1,200 will be exceeded by nearly fifty per cent.

This evening the V.R.C. is making a special effort in connexion with a carnival dance which has been arranged.

### FASCISM AND THE SYNDICALISTS.

#### VOTING ACCORDING TO MERIT.

#### Rome, Nov. 11.

The Grand Fascist Council has decided to reduce the membership of the National Assembly to 400. Great productive economic organisations will have the right to nominate a certain number of candidates.

Only those who by their services to syndicalism have proved active elements in national life, will be entitled to vote.

These reforms will be incorporated in a Bill.—*Reuter.*

### OBITUARY.

#### A WELL-KNOWN FINANCIER.

#### New York, Nov. 11.

The death has occurred of the well-known financier and philanthropist, Mr. James Cox Brady.—*Reuter's American Service.*

## Bulls and Innors

### From the Office Butts.

The gentleman who is advertising for a dancing and golfing partner for the season, must be confident that he will not be bunkered.

After their bout, Scott must have decided that Hansen is as Hansen does.

Because of the new road to the K.C.C. members will no longer have an excuse for not going straight home.

A stray bat from the belfry— "Can flying at \$30 per lesson be classified as higher education?"

The recent fine weather has taken people the more completely by surprise from its having been predicted by the Observatory.

Humour Test: A man went to the doctor and explained that he had a splinter in his tongue through having upset his beer. Time allowed, five seconds.

According to a contemporary "Violet Ray Bath." We are glad to learn that.

Betting is understood to be 5 to 4 that Alekhine will win the 75th game from Capablanca.

"Reader,"—You get full marks this week as a trier but your effort won't pass. Some Kowloon girls are so beautiful that no-one looks at their ankles.

When two or three motorists are gathered together, there is a lot of gas expended.

What makes those Mexican troops so revolting?

"Kills son for no reason," says a newspaper headline. And so many fathers having such good cause!

Respect for traffic signals has grown in the last few years, but some men still insist on driving according to their own lights.

To-day's knowledge test: "Who invented the sausage and why?"

"What Price Glory?" We'll wait and see.

Art Criticism: A small Peak girl was heard the other day to say of Michael Strogoff that he was only pretending.

A paradox: Those who saw the Frobiisher sale said it was a good buy.

News from a contemporary: "Observing a large paper-bag outside the church, an expert approached and found that it contained a bun and seven rebate forms belonging to a chandler from Aberdeen. The police are watching the expert."

Query: What is the most effective way to deport undesirable from Hongkong? Ans. Send them to Victoria Gaol.

A headline we never hope to read: "Poor Attendance at Practice Dances. Local Scots Despondent."

The Watchmen's Bill seems to be in for a peck of trouble.

"Indignant." The story of the Scotsman and last year's flower is described by MacWhirter as "poppycock."

A cook-boy attended the Queen's Theatre last week, hoping to gain knowledge from "Michael Strogoff." He was stated to be a secret courier.

According to the pirates' point of view, the Hydrangea is a much over-rated flower.

The population of Turkey is officially stated to be 14 millions. About 2,000 of these are not wives.

Reincarnationists who are also poetry lovers, should assist the authorities in delivering that *Poste Restante* letter addressed to W. Shakespeare.

Talking about dogs, what is most urgently required in this Colony is a lethal chamber.

MacWhirter has offered to test this year's hags. Nothing could be fairer than that.

The popular song of the Bolsheviks has been changed from the "Internationale" to "Red, Red, Robbing."

A Chinese firm in Des Voeux Road advertises Port Sausages. You can almost hear them wine.

Sentences on appeal in the Shanghai courts are as Zia again as those originally inflicted.

"Lady gives general massage," states a Shanghai paper's announcement. Some of those Chinese Generals certainly need it.

Walter has won the American professional golf championship again.

Talking of the Shanghai mind, and of greyhounds, it appears to be proved beyond doubt that Shanghai has gone to the dogs.

One of the practising attorneys in the Shanghai Provisional Court is a Mr. Maow. He should be in request by prisoners eligible for the "cat."

Of the stars appearing in "That's my Baby," apparently the most important is not mentioned—that's Mars.

Police arrests were made at this week's roulette party this week. Wheel won't pass. Some Kowloon girls done!

The local cinema which screened "Along Came Ruth," took no notice, however, of Miss Elder's Atlantic flight.

The Shanghai Police are faking petting parties to capture highway robbers, but the captives will not be charged with petty offences.

Part of "Merrle England" deals with the baiting of a witch, but which lady is to be the witch, which is the witch which is to be switched, is not yet known.

There is no truth in the story that Bias Bay will be renamed Repulse Bay.

While the Police make lines at Pedder Street, the prisoners make tracks at Victoria Gaol.

Admittance prices to the film "That's My Baby" remained at Pa.

There will be several Balls and a great many dances this year.

Certain Singhs appeared at the Court this week, but their songs were not in harmony.

The Chinese who admittedly broke into a Wanchai house to steal a pair of trousers may be said to have committed breaches of the peace.

According to a wireless report, Manila has been heard in California. This is probably the first time on record that America has listened to anything the Philippines had to say.

By firing at the rudder of the Irene, the commander of LA adopted stern measures.

Two novels have been published at Home under the same name. Both had the same motive, but there is nothing novel in that.

Cheese is being advertised for sale in cartons. According to some it should be in handcuffs.

Yesterday's collection was an extremely poppy-lar one.

These debates on whether women have justified themselves in business, and whether marriage spoils a career, appear to have overlooked the fact that the best way for a woman to get a man's wages is by marrying him.

"Stone walls do not a prison make, Nor iron bars a cage."

The meanest man in Hongkong yesterday was he who rushed past the poppy sellers during this two minutes' silence.

A lady was recently admitted to hospital after an accident with her sewing machine. One theory is that she tried the wrong hand, as usual.



## DAIRY FARM NEWS

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## ANNUAL E.A.S.M.A. DINNER.

ASSOCIATION WITH HIGH IDEALS.

Memories of war days were recalled at the Volunteer Headquarters last night when the E.A.S.M.A. held its annual Armistice Day dinner, there being a record attendance and many prominent guests. During the dinner the band of the King's Own Scottish Borderers played favourite tunes, including many old songs popular in the war days, and the choruses of these were sung lustily. The gathering was a distinguished one, including representatives from the Navy, all the regiments now in the Colony, the Air Force and the Government, and speeches mainly stressing the camaraderie which developed amongst all ranks during the war were made.

Lieut. Col. F. Hayley Bell, President of the Association presided. Others present were—H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., Commodore J. L. Pearson, C.M.G., Col. C. Russell Brown, D.S.O., Major R. A. Wolfe-Murray, D.S.O., M.C., Lieut. Col. W. C. P. Russell, D.S.O., Lieut. Col. R. G. Clarke, C.M.G., D.S.O., Col. Sir Victor Mackenzie Bt., D.S.O., M.V.O., Major J. Macready, D.S.O., Major F. C. Roberts, V.C., D.S.O., O.B.E., M.C., Squadron Commander Macpherson, Capt. Whyte, A.D.C. to H.E., Lieut. R. Q. F. Johnson, A.D.C. to the G.O.C., Paymaster Commander H. Rogers, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. E. R. Hallifax, C.M.G., Mr. J. W. Franks, Mr. J. H. Seth, Mr. H. J. Pearce and Mr. J. E. Mackenzie, Vice-Presidents of the Association, Mr. E. S. Carter, chairman, E.A.S.M.A., Mr. C. L. Edwards, vice-chairman, and Mr. R. J. Hunt, Hon. Secretary.

After the Royal toast had been given the Silent Toast was honoured, buglers sounding the Last Post and Reveille while those assembled stood in solemn silence.

Proposing the toast of "The Services," Commander G. B. Hartford R.N. (retired) said that memories of the war were growing dim but there was one thing which stood out as much as ever it did, one thing of which the gathering present that night was a magnificent illustration, and that was the sense of comradeship, mutual understanding and respect which existed between the sister Services. This was due to a great extent to their mutual co-operation during the war (Applause). The sense of comradeship would remain with them during the remainder of their lives, and he ventured to predict that this comradeship would pass on to those succeeding them.

He went to give an illustration of what he termed co-operation between the Navy and the Army during the war relating to the visit of a party of bluejackets to the Western Front during the war, with somewhat disastrous results to a trench, his reminiscences causing considerable laughter. He congratulated the E.A.S.M.A. on having such an efficient leader as Lieut. Col. Hayley Bell. His leadership had contributed in no small measure to the present efficient state of affairs. He also spoke of the fine work which had been accomplished by the Hon. Secretary of the Association, Mr. R. J. Hunt.

## Reply for the Navy.

Replying on behalf of the Navy, Commodore J. L. Pearson, C.M.G., said they were commemorating the first Armistice Day. Looking back he often wondered what their feelings were when they realised that the war was finished. They had all lost something, in the war, relatives or friends, whom they thought were irreplaceable. The country was heavily in debt, the outlook was none too bright, but at the present time they could see that they had taken hold and tackled their many difficult problems with the same spirit as they had during the war period.

There was no doubt in his mind but that they would emerge into a stronger and more united nation (Applause). In other ways they had gained something from experience. Many lasting friendships had been formed in the trying period from 1914-1918, and these friendships formed during the period of stress should never be permitted to fade away.

The country had been accused of deteriorating, but so long as the spirit of determination which had enabled it to carry on during the war remained they need have no fear of their country's future (Applause).

## The Army Reply.

Col. Russell Brown, replying to the toast of "The Services" on behalf of the Army, said he was sure they would all regret that the General was unable to be present. His wife and charming daughter had arrived from England that afternoon, and he had asked the speaker to assure the gathering that he took the liveliest interest in the Association.

Continuing Col. Russell Brown said that when he found that the General could not attend, he thought all he had to do would be to appeal to the Commanders on the subject of co-operation, and let him reply to the toast of both Services. The "silent Service" was silent, however, and the appeal fell on deaf ears. (Laughter.)

Continuing in humorous vein, Colonel Russell Brown thanked the Association for his hospitality.

## The Visitors.

Proposing the toast of the visitors, Mr. C. L. Edwards, vice-chairman of the Association, said that during the war there was a saying that old soldiers never died. If the gathering was representative of old soldiers then it took them an extraordinarily long time to fade away (Laughter). He thought the gathering was a record one, not only in attendance but by the distinguished company of guests. They were honoured by the presence of H. E. the Officer Administering the Government. That was a signal honour on that red letter day because they could say they had entertained the highest in the Colony.

There were present several distinguished members of that elusive force, the Shanghai Defence Force, which came out and found it had to sit on concrete floors. They as ex-Servicemen could appreciate what the Shanghai had had to put up with when they first arrived. (Laughter.)

He had heard a good deal of the operations of Naval men on land. He joined the Navy in the early days of 1914 as an A.B. and a not very able one, and proceeded with the C.I.V.'s (Churchill's Innocent Victims) to Antwerp (Laughter). He thought there the Naval forces found that Fritz had the matter shroffed up a good deal better than they thought.

Concluding, Mr. Edwards, again expressed the Association's pleasure at having the company of so many distinguished guests.

## The Hon. Mr. Southern.

H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southern, replying on behalf of the visitors, and proposing the toast of "The Association" said the enthusiasm with which the toast had been received, coupled with the eloquence and witty manner of its presentation should be sufficient inspiration for anyone to reply. If he failed it would not be for want of encouragement on the part of any member of the E.A.S.M.A.

Replying on behalf of the guests and the generosity and kindness of the Association as illustrated by the very large number of guests they had invited to share their hospitality he had one regret. It was that he had to speak in the place of a much more distinguished officer, and he was very sorry that Sir Cecil Clementi was not there to charm them with his eloquence as they knew he well could. He was sure that if he was not there in the flesh he was sure he was in the spirit and would wish

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him to say how much Sir Cecil had the welfare of the Association at heart. Although they were not all members, and perhaps some not entitled to be members, they would like to share with them that great day, the greatest day, he thought, in the history of the British Empire.

## War Fellowship.

The fellowship formed during the war was different to any fellowship which existed in the British Empire. It was the privilege of associations like the E.A.S.M.A. to keep alive and strengthen that fellowship and see that it never died. To many of them the war was the greatest event of their lives and Armistice Day was a landmark of that long drawn out agony. It was well that they should join together once each year and commemorate that day—commemorate it with prayer and with thanksgiving, prayer for the future, of lessons learned, and thanksgiving for the meritorious of the past and for the Armistice Day that brought the war to a close.

It was emblematic of Armistice Day that they had the Last Post sounded at a solemn commemorative service and Reveille sounded later to mark the dawn which that Armistice Day heralded. He thought it was Lord Reading who said it was never well to look back unless to learn a lesson for the future. That was one of the occasions on which he thought it was well to look back and learn a

lesson. They had learned the lesson that war with all its horrors could produce forms of friendship which united all men in great and glorious endeavour. They also learned that in that get-together spirit victory could be achieved but it must be remembered that victories did not belong only to war. The victories of peace had in many cases yet to be won and unless they continued those same bonds of friendship and co-operation which helped to win the war, they would never succeed in winning the victories of peace. In peace as in war petty jealousies and personal ambitions which would wreck any campaign had to be put aside.

## The Highest Ideals.

In this beautiful island of Hongkong hardships had been suffered in the troublous days of peace. There were few who had not have felt the pinch during those troublous times. It was in such that an Association such as the E.A.S.M.A. could prove its worth. It had many claims on its generosity and those claims had been met. Hard times tended to keep an association together but it should be remembered that the cloying times of peace were apt to make members forgetful. An association might and its funds sinking and itself going to decay. To prevent this an association required the right person at the head and in that hardy warrior (Continued on Page 17.)

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By Small

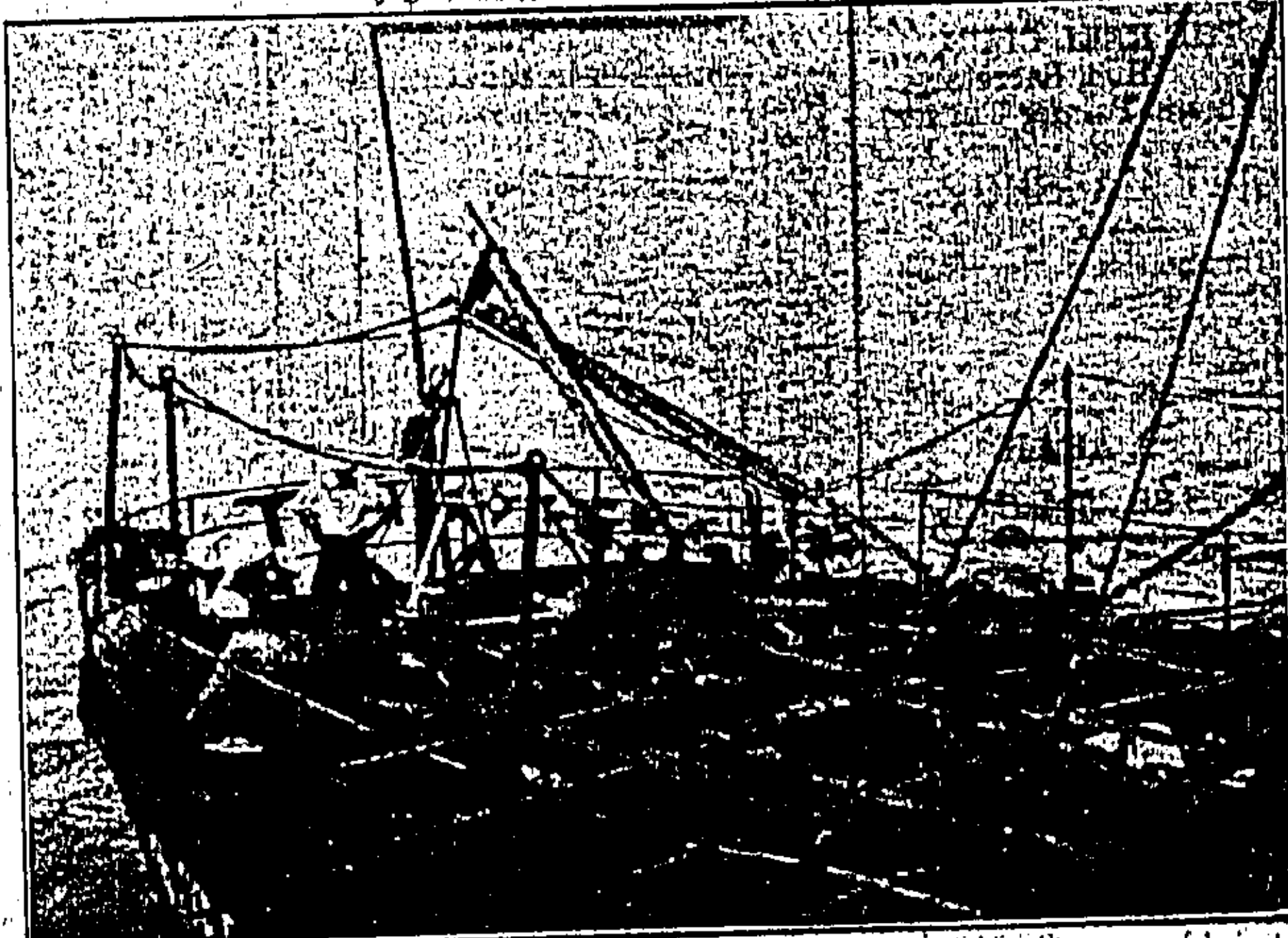
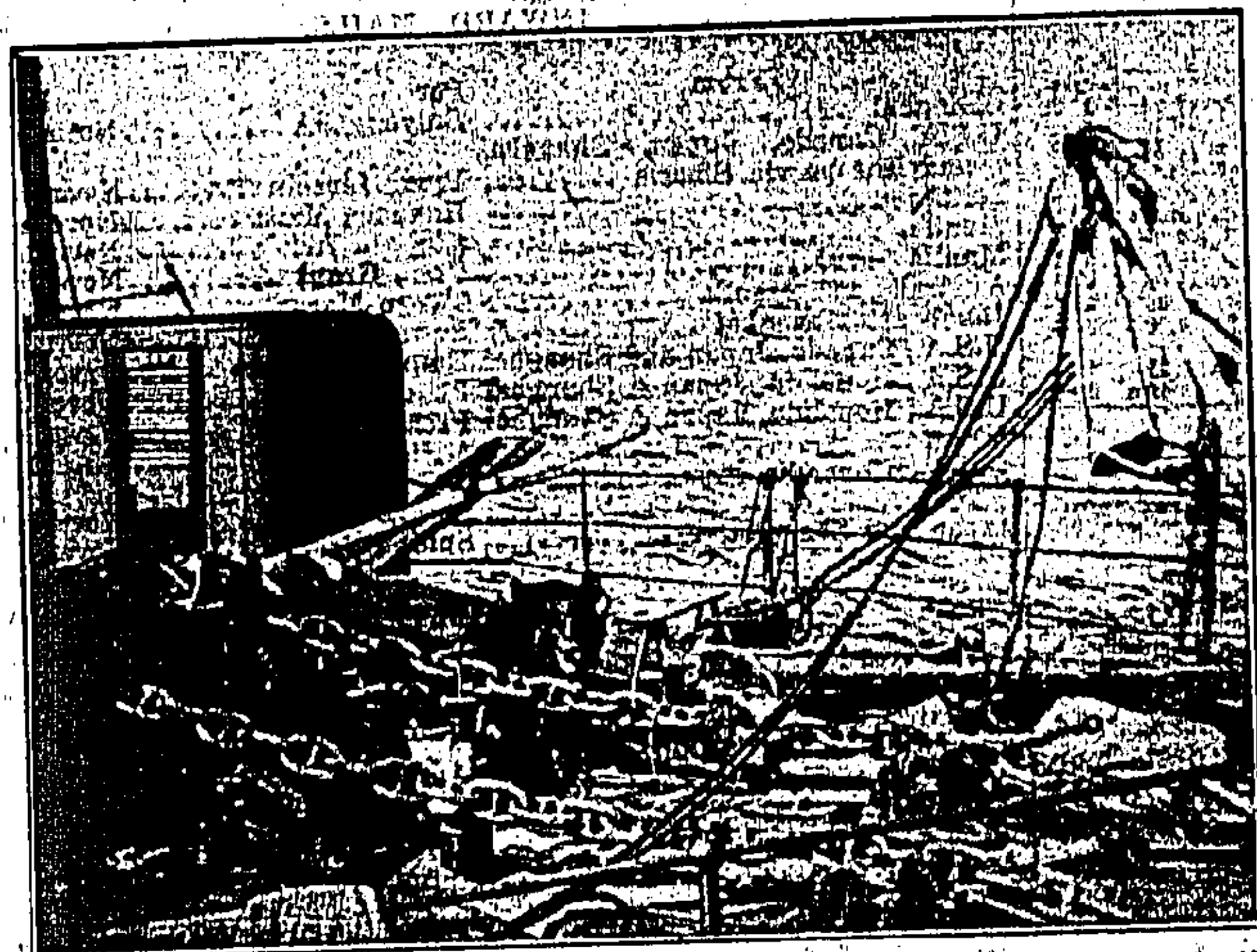
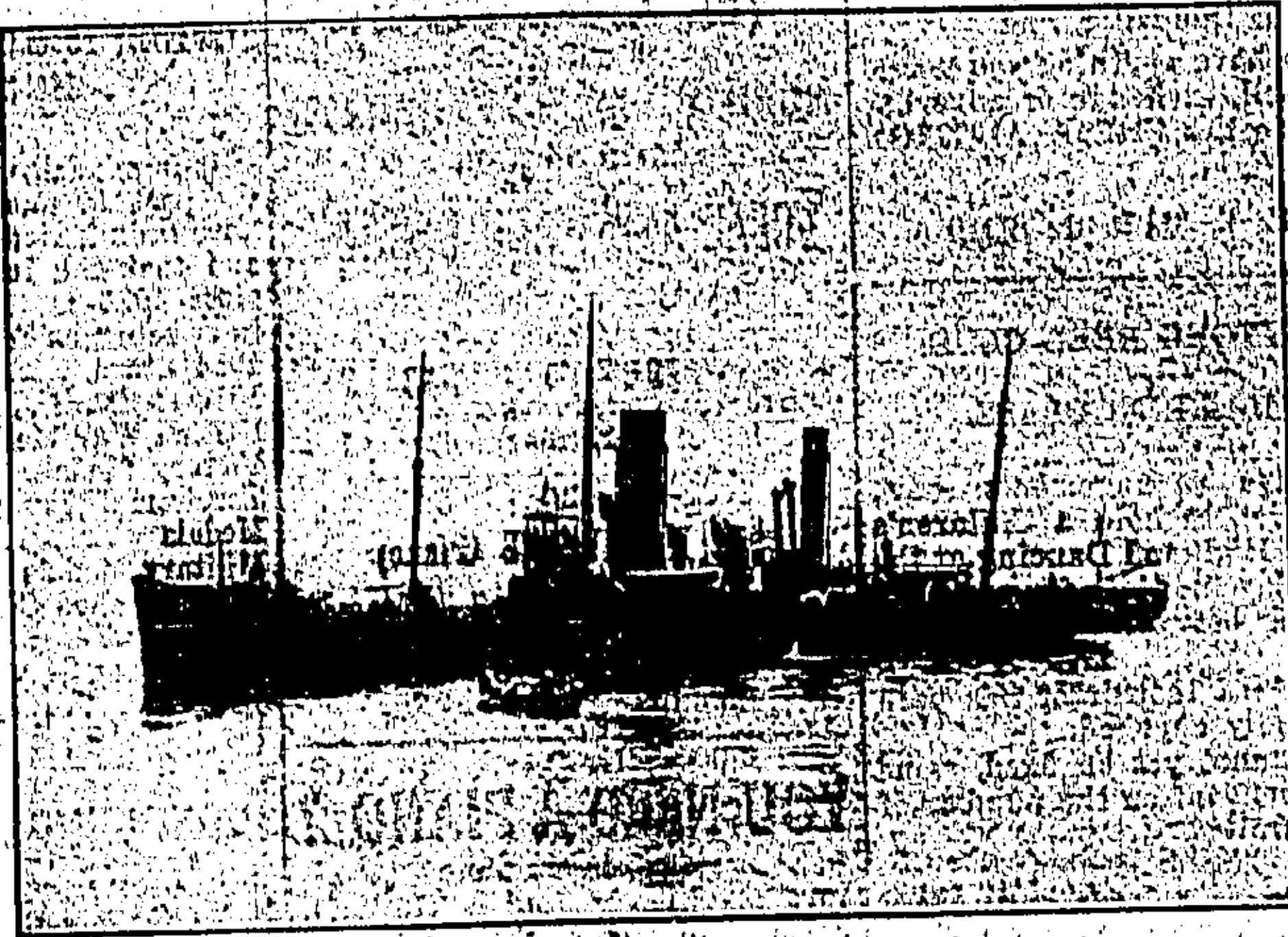
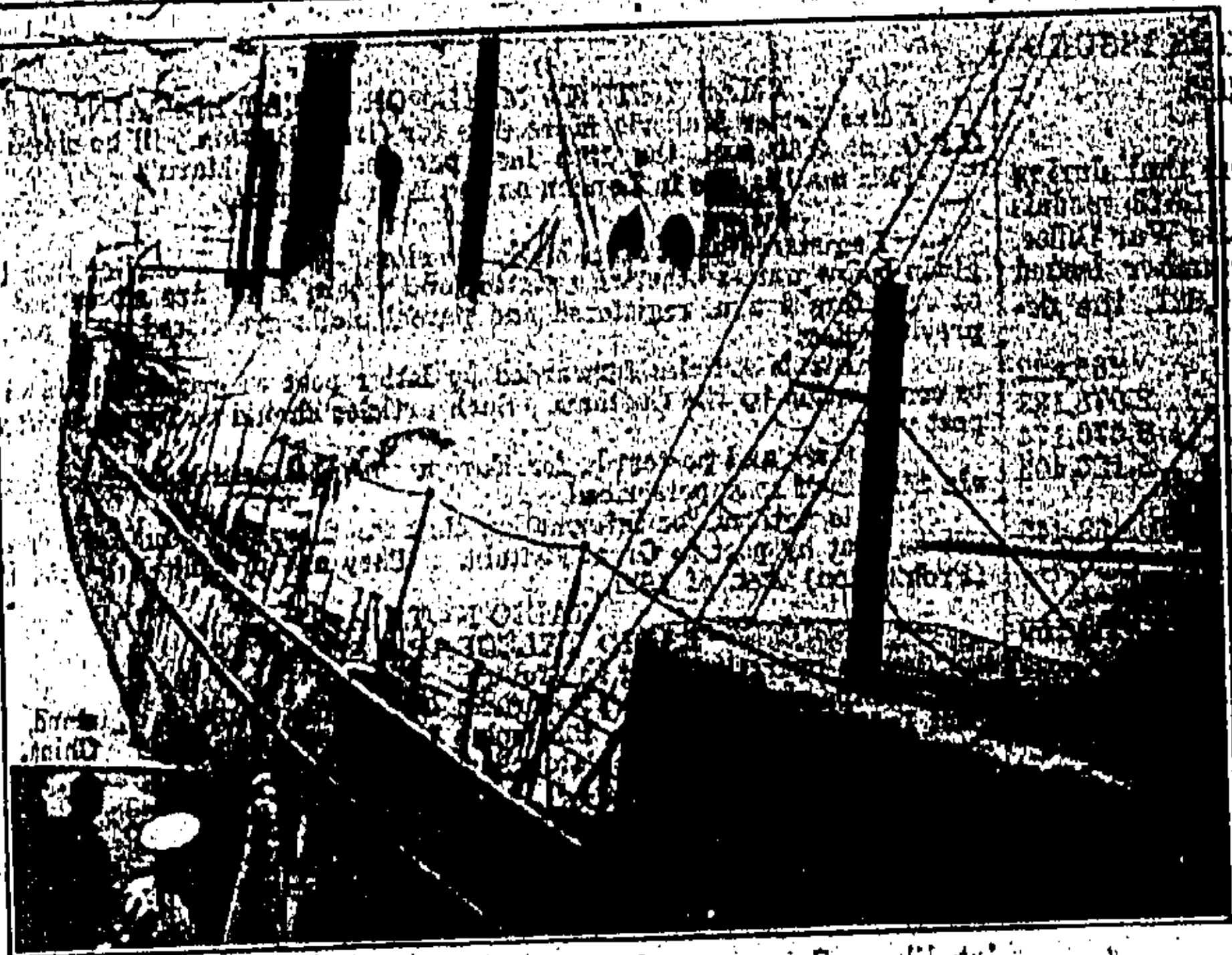
Gets you well

and keeps you well that is the object of SCOTT'S Emulsion which heals, nourishes and strengthens. Your doctor knows to ask for

SCOTT'S Emulsion  
The protector of life



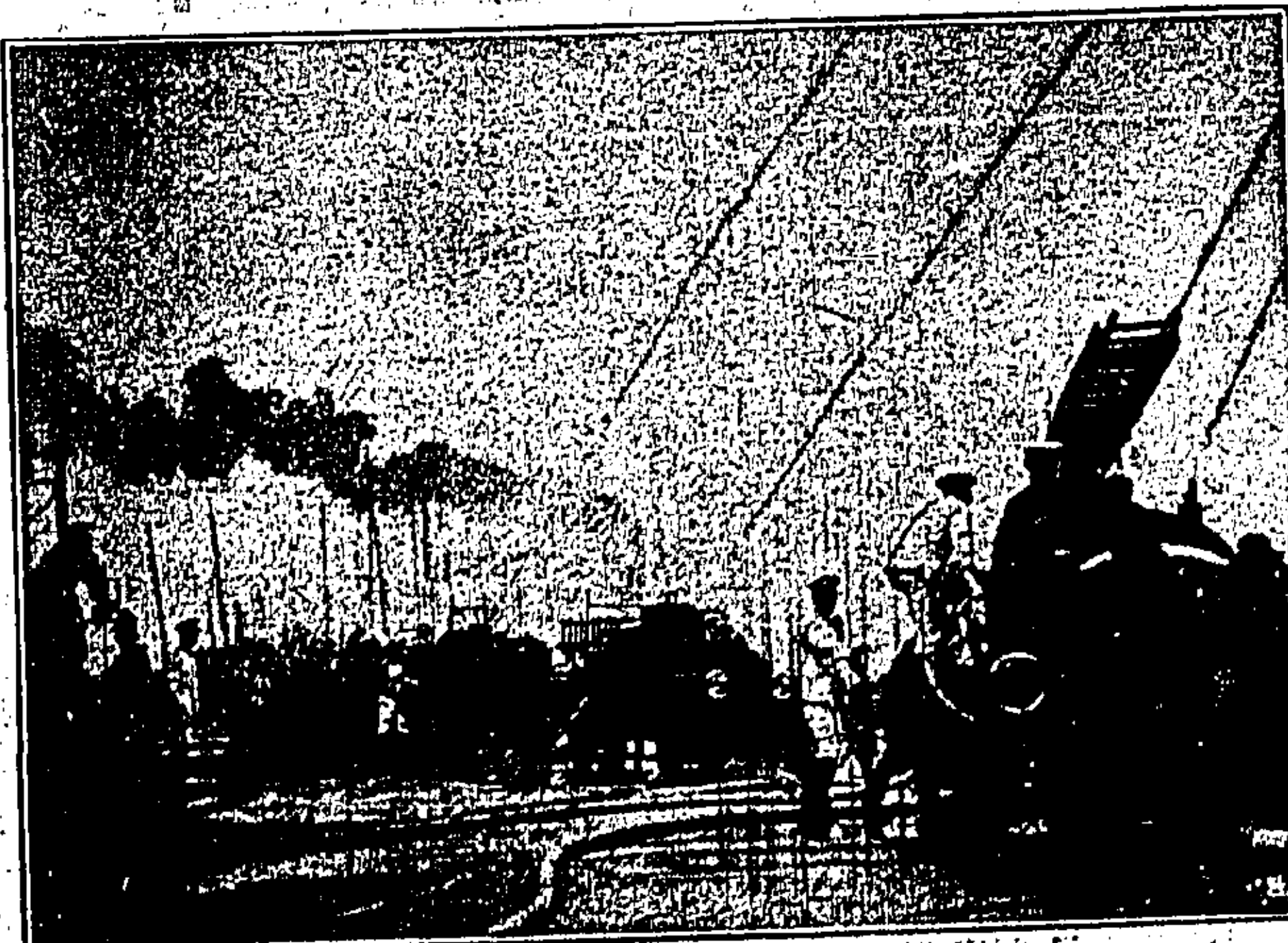
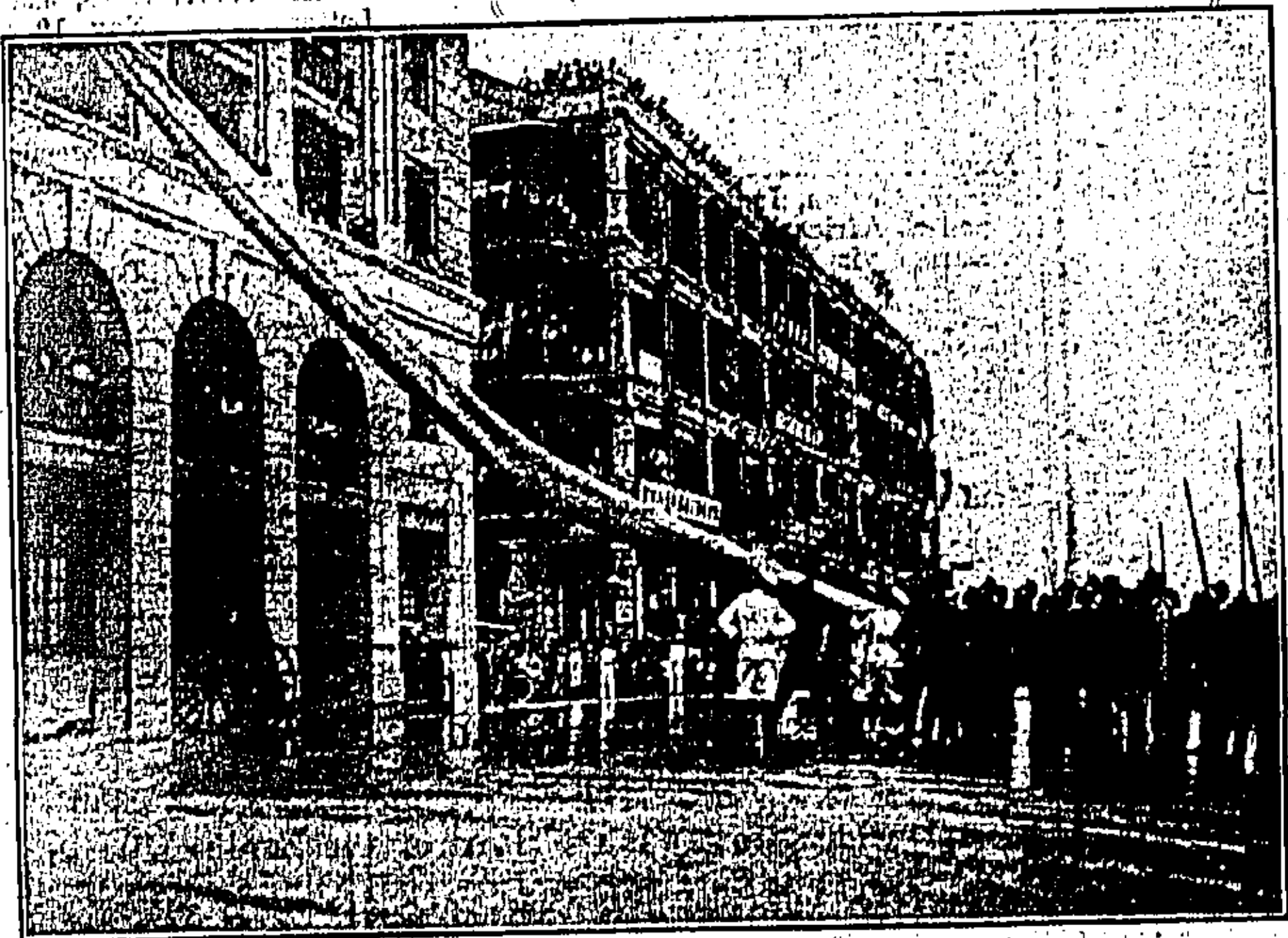




The first pictures to be published of the thrilling Bias Bay episode, when the s.s. Irene, in the hands of pirates, was seized by submarine L.A. fire, subsequently breaking out and the vessel foundering. At top left is seen the ship ablaze; at top right, is seen the tug "Alliance" alongside the Irene just before the latter sank; at lower left, a scene on the deck of the Irene with one of the honey bears in view; and, at lower right, the gutted stern of the ill-fated vessel.



Two snapshots taken during play at the annual rugby football match between the Hongkong and Shanghai Bank and the Club. (Photo: Mee Cheung).



The annual competitions and demonstration of the Hongkong Fire Brigade, which took place last week, proved both an interesting event and the efficiency of the Brigade. The above four photographs were taken during the progress of the various displays, the photo at bottom right showing H. E. the Officer Adm. Isistering the Government distributing prizes at the conclusion. (Photo: Welcome Studio).

## See Mackintosh's Windows

SPECIAL  
AUTUMN  
EXHIBIT  
of  
LONDON'S  
LATEST  
in  
MEN'S  
WEAR

They are constantly  
changed to show the  
latest styles in  
Men's Wear.  
But don't stop outside!  
Step in and handle the goods—  
—make your enquiries—  
you will receive the utmost  
courtesy and assistance  
without importunity to  
purchase.

**Mackintosh**  
MEN'S WEAR SPECIALISTS  
ALEXANDRA BUILDING. DES VOEUX ROAD

## Lane, Crawford's Restaurant

Dinner Dance

TO-NIGHT.

An Exhibition of Modern  
Dances

will be given by

Mlle. de Coudar and Partner

During the evening.

## HONGKONG CHRISTMAS CARDS

Containing Views of Hongkong  
artistically arranged.

Only Twenty Cents Each.

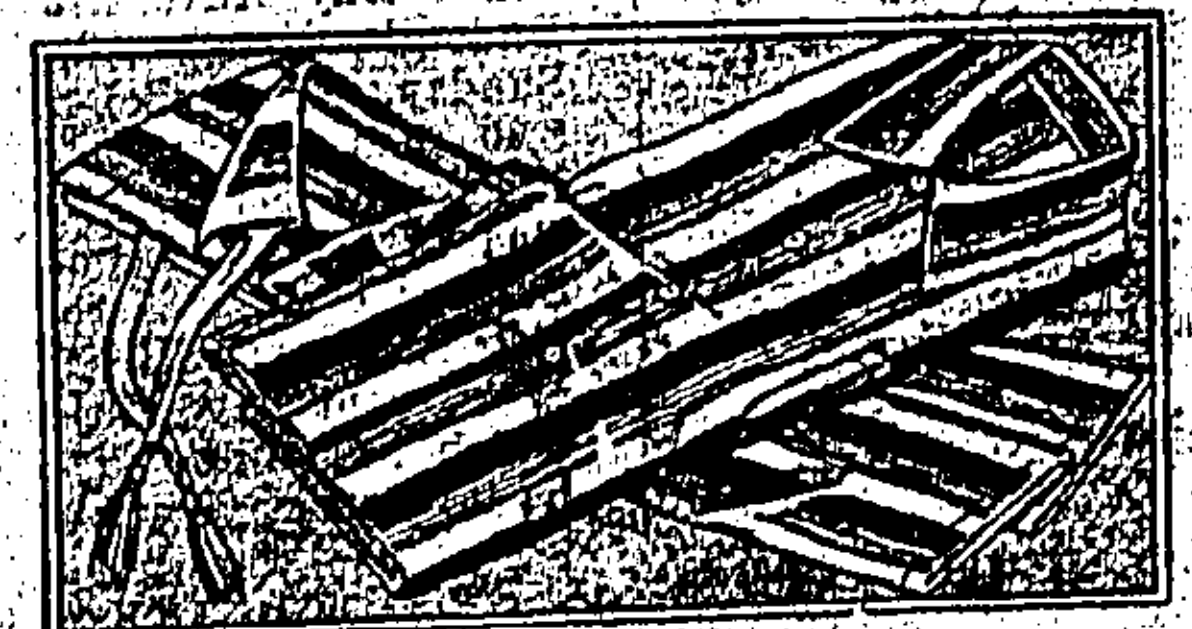
Call and see them at—

**MEE CHEUNG.**

Studio, Ice House St. Branch 7, Beaconsfield Arcade

## WHITEAWAYS

MEN'S PYJAMAS



Just Received

A nice line of Men's Pyjamas in new Striped  
and Check Design. Medium weight, very smart.  
Fast colors, all sizes. **\$9.50 suit**

CALL AND INSPECT

GENTS' OUTFITTING DEPARTMENT

**WHITEAWAY LAIDLAW & CO., LTD.**

HONGKONG.



**A Profitable****Investment.**

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

**The Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are a waiting collection—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 210, 216, 226, 248, 259, 265, 267, 271, 272, 279

**SITUATIONS WANTED.**

YOUNG LADY (British) desires post as stenographer. Moderate salary to commence. Apply Box No. 283, care of "Hongkong Telegraph."

**SITUATIONS WANTED.**—By two European ladies as Nurse, Companion, House Keeper or Child's Nurse. One to live out. Apply Box No. 281, care of "Hongkong Telegraph."

**PREMISES TO LET.**

**TO LET.**—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

**TO LET.**—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

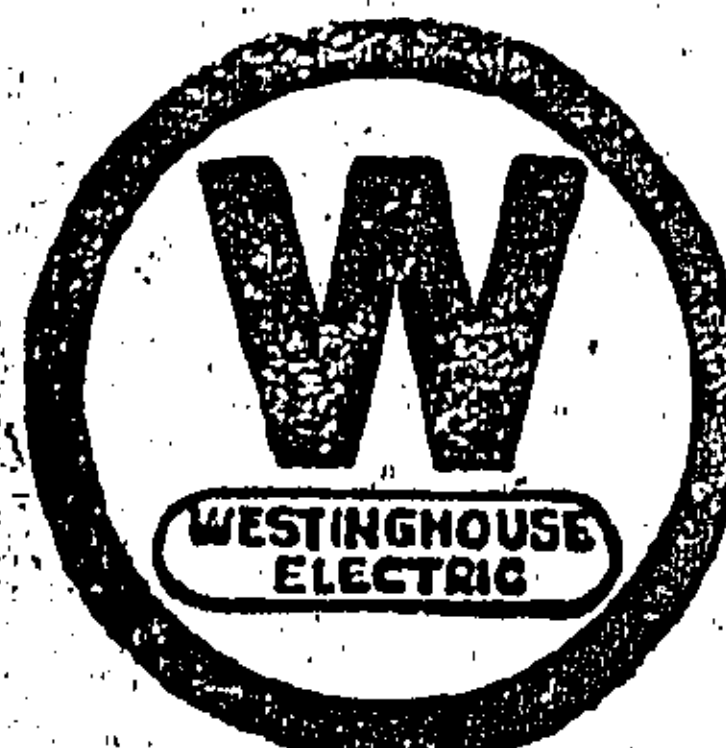
**TO LET.**—Flats in Orient Building, Nathan Road, good location, modern convenience. Please call up C.517 for particulars.

**COMMODOUS OFFICES** to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

**FOR SALE.**

**FOR SALE.**—Teak Dressing Tables, wing mirrors; marble Top Washstands Shanghai baths; Hall Stand and table; kitchen stove. Telephone Peak 194, or write Box No. 282, care of "Hongkong Telegraph."

**FOR SALE.**—Fresh arrival Army Blankets, greyish brown, black stripes \$2.25 each, dozen; singly \$2.50. Superior qualities according to requirements. Reduction to charitable and missionary associations for quantities also to dealers and merchants for regular orders. Sub-agents locally and in outports required. Montgomery Ollerton & Co., 13, Ice House Street, ground floor, between the Carlton and the Portuguese Club, Tel. C.4630.



**Reiss, Massey & Co., Ltd.**

DISTRIBUTORS.

Exchange Bldg. Tel. C.678.



IT'S QUALITY THAT COUNTS.

**NEW ADVERTISEMENTS****HONGKONG JOCKEY CLUB.**

Draft Programmes and Entry Forms for the Eighth Extra Race Meeting to be held on Saturday, 26th November, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries will close at 12 o'clock noon, on Tuesday, 15th November, 1927.

**FANLING HUNT.**

Draft programmes and entry forms for the Autumn Meeting to be held on Saturday, 3rd December, 1927, (weather permitting) may be obtained from Dr. F. Pierce Grove, The Polo Club, Hongkong Club, and Causeway Bay Stables. Entries will close at noon on Saturday, 19th November, 1927.

**HONGKONG ST. ANDREW'S SOCIETY.**

Annual Ball, Wednesday 30th November, 1927, at 9.30 p.m.

Members and guests are reminded that PRACTICE DANCES for St. Andrew's Ball will be held at the City Hall, on Tuesday, 15th instant, and Tuesday, 22nd instant, from 5.30 to 7 p.m.

It is requested by the Committee that no children be brought on these occasions and that Dancing shoes be worn by all Dancers.

Members who have not yet sent in their lists of guests are requested to kindly do so as soon as possible.

E. M. BRYDEN, Joint Hon. Secretary, c/o Lowe, Bingham & Matthews, Hongkong 10th Nov. 1927.

**HONGKONG HORTICULTURAL SOCIETY.**

The Annual General Meeting of the Members of the above Society will be held on Tuesday, 29th November, 1927, at 5.15 p.m. in the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or not, are cordially invited to attend.

**AGENDA.**

To receive and pass the Committee's Report and Statement of Accounts for the period ended 30th June, 1927.

To elect Officers and a new Committee for the current year.

To fix the date of the annual Flower Show.

To discuss any matter of interest to Horticulturists in Hongkong and outlying districts.

E. B. C. HORNELL, Hon. Secretary, Hongkong, 5th November, 1927.

**CHURCH NOTICES.****TWENTY-SECOND SUNDAY AFTER TRINITY.****TO-MORROW'S SERVICES.**

St. John's, Cathedral, Hongkong Nov. 13th 1927, 22nd Sunday After Trinity. Holy Communion, 8 a.m. Choral. Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell. Evensong, 6 p.m. Preacher: Rev. N. V. Halward. A Social gathering in the Cathedral Hall after Evensong. Music and Light Refreshments.

Seventh Day Adventist Hall.—7, Duddell Street (first floor). Sunday, November 13th, at 8.30 p.m., lecture by Pastor Lyman W. Shaw, The Hand of God in World Events. Each Sunday evening hereafter stirring lectures will be presented on present day subjects about which the public is anxious to be informed. You are invited.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Mortals and Immortals." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

**CHINA AUCTION ROOMS.**

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

**HONGKONG REEL CLUB.****CHILDREN'S CLASS.**

Tentative arrangements have been made to hold a Children's Class for Highland Dancing at the Helena May Institute for one hour each week between 5.30 p.m. and 6.30 p.m.

A qualified instructor has been provisionally engaged. Fees cannot yet be fixed, same being dependent on the number of pupils enrolled.

British parents desirous of entering their children for this Class are invited to send their name to the undermentioned as soon as possible.

THE REEL CLUB, Hon. Secretary, (c/o Messrs. Palmer Turner).

**EXPERT MASSEUR.**

Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Madame H. MORITA.

Madame E. AKAJI.

23, Wyndham St. Tel. C.4397

**FOR THE ELDERLY**

and for persons of delicate constitution Pinkettes are a blessing because, taken when needed, they dispel constipation gently and naturally, banish sick headaches, liverishness and bilious attacks, purify the breath, clear the skin, prevent diarrhoea and dysentery, not habit-forming and neither pain nor purge. Of your chemist, or post free, 60 cents per vial, from Dr. Williams' Medicine, 60, Kiang-se Road, Shanghai.

**CITY HALL**

(St. Andrew's Hall)

MONDAY, 14th NOVEMBER 1927 at 5.30 p.m.

**VOCAL AND PIANO RECITAL**

by Mrs. PERCY YOUNGHUSBAND (Soprano)

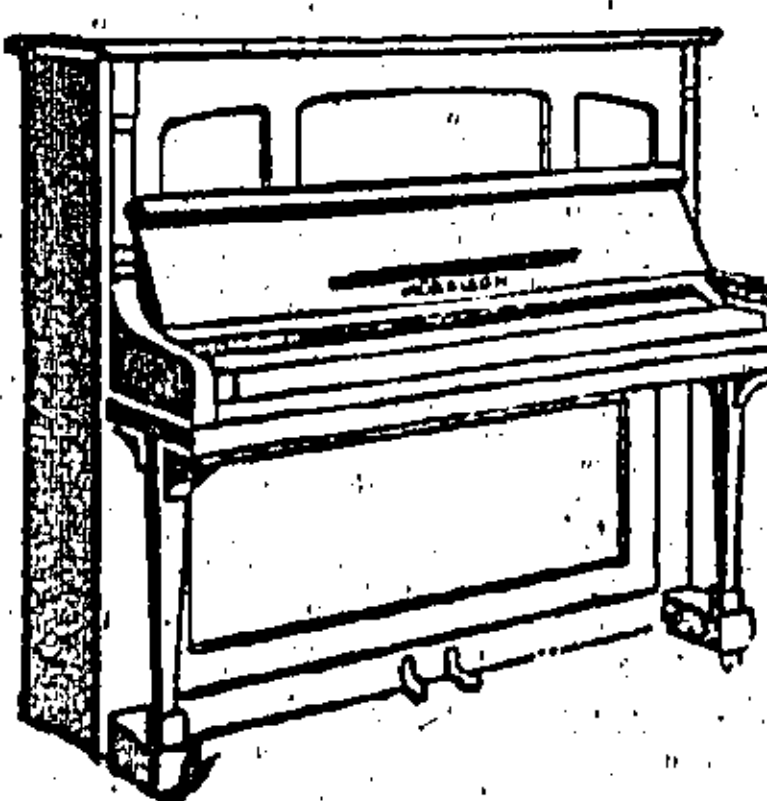
and Mr. HARRY ORE (Piano)

Admission \$2 and \$1.

Booking at Anderson's.

**YOU NEED A PIANO ?**

Well, come and select a

**MORRISON**

the only piano in the

East with a

TEN YEAR GUARANTEE.

No big outlay is necessary, as terms can be arranged to suit everyone.

## TSANG FOOK PIANO COMPANY.

8, Des Vœux Road Central

(Entrance Ice House Street)

Telephone C. 4648.

**MRS. MOTONO**

Hand and Electric

MASSAGE

No. 31B, Top Floor Wyndham St. Hongkong

**WAR MEDALS.**

OVER 13 MILLIONS ISSUED SINCE 1920.

It is officially stated that during the past 12 months 51,513 medals have been issued by the War Office, and that the total number issued since 1920 is 13,466,821, the details being as follows:

1914 Stars	355,622
1914-15 Stars	2,078,183
British War Medals	5,570,174
Victory Medals	5,126,403
Territorial War Medals	33,440
Military Medals	130,241
Distinguished Conduct Medals	33,159
Meritorious Service Medals	29,499

**HONGKONG TIDE TABLE.**

From 14th to 21st November 1927.

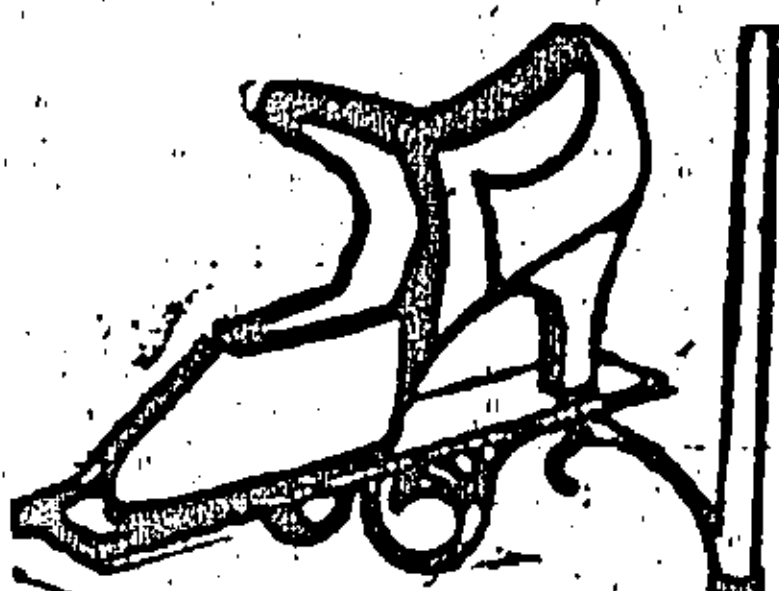
Day of Week	Date	HIGH WATER		LOW WATER	
		Time	Height	Time	Height
Mon.	14	5.30 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.
Tues.	15	6.06 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.
Wed.	16	6.51 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.
Thurs.	17	7.15 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.
Friday	18	7.38 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.
Satur.	19	7.49 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.
Sun.	20	7.59 a.m.	7.23 p.m.	1.15 a.m.	4.3 p.m.

**MASSAGE ESTABLISHMENT.**

PROF. O. K. SETO

MADAME F. SETO

Expert Japanese and Swedish movements. Treatment given at our Office or residences. 14, Queen's Road Central, first floor.



**T. NAKAO**  
Japanese Shoe Expert  
TORTOISE SHELL BOXES  
AND CASES A SPECIALITY

Hongkong Hotel Building, Queen's Road Central.

**POST OFFICE NOTICE**

**XMAS LETTER MAIL FOR GREAT BRITAIN.**  
Xmas Letter Mail via Marseilles will be closed in the G.P.O. at 9.30 a.m. the 19th inst. per s.s. "Shima Maru". This mail is due in London on the 20th December.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Postable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

It is notified for information that Feather Fans and Brooches cannot be sent by post to Great Britain. They are prohibited by the Plumage (Prohibition) Act of 1921.

**RADIO NOTICES****RADIO TELEGRAPH SERVICES**

are now in operation with the following—

Ships at sea, Europe, American continents, Hawaiian Island, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo China, Province of Yunnan, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Hoihow, Amoy, &c.

**TELEGRAPHIC ADDRESSES.**

Persons and firms having correspondents in the places named above should, in order to avoid delay, to telegrams received by radio, register their telegraphic addresses immediately.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

**INWARD MAILS.**

From	Per	Due
Shanghai	Suiyang	November 12.
U.S.A., Canada, Japan, Shanghai and Europe via Siberia	Pres. Lincoln	November 13.
Straits	Hakusan Maru	November 13.
Manila	Emp. of Asia	November 14.
Manila	Pres. Grant	November 14.
Australia and Manila	Tango Maru	November 17.
Japan and Shanghai	Suwa Maru	November 18.
U.S.A., Canada, Japan and Shanghai	Emp. of Canada	November 21.
U.S.A., Honolulu, Japan & Shanghai	Pres. Polk	November 21.
Japan	Mishima Maru	November 22.
U.S.A., Honolulu, Japan and Shanghai	Shinyo Maru	November 22.
Japan and Shanghai	Sphinx	November 22.

**OUTWARD MAILS.**

For	Per	Date
Fort Bayard	Yan On	Sat., Nov. 12, 1.30 p.m.
Manila	Parlet	Sat., Nov. 12, 3.30 p.m.
Weihaiwei	Cheongshing	Sat., Nov. 12, 3.30 p.m.
Formosa, Shanghai, Japan, Honolulu, and San Francisco and Europe via Siberia	Korea Maru	Sat., Nov. 12, 5 p.m. (Due San Francisco 9th December).
Amoy	Antang	Sat., Nov. 12, 5 p.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Nov. 13, 9 a.m.
Bangkok via Swatow	Kwangchow	Sun., Nov. 13, 9 a.m.
Shanghai	Hakusan Maru	Mon., Nov. 14, 10.30 a.m.
Swatow	Hydrangea	Mon., Nov. 14, 2.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Parcels	Nov. 14, 5 p.m.
	Taipei	Tues., Nov. 15, Registration 9.45 a.m. Letters 10.30 a.m. (Due Thursday Island 26th Nov.)
Swatow, Amoy and Foochow	Haihong	Tues., Nov. 15, Noon.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Calchas	Tues., Nov. 15, K.P.O. Registration 1.15 p.m. Letters 1.45 p.m. (Due Marseilles 16th Dec.)
Shanghai, Japan, Canada, U.S.A., C. and S. America, and Europe via Vancouver, B.C. and Europe via Siberia	Emp. of Asia	Tues., Nov. 15, Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due Vancouver, B.C. 4th December).
Swatow	Walshing	Tues., Nov. 15, 5 p.m.
Japan	Tango Maru	Fri., Nov. 18, 9.30 a.m.
Straits and Calcutta	Nam Sang	Fri., Nov. 18, Parcels 1 p.m. Letters 1.15 p.m.
Swatow, Amoy and Foochow	Haining	Fri., Nov. 18, 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Suwa Maru	Sat., Nov. 19, K.P.O. Parcels 4.30 p.m. Letters 9 a.m. G.P.O. Registration Nov. 19, 8.45 a.m. Letters Nov. 19, 9.30 a.m. (Due Marseilles 18th December).
Amoy	Laisang	Sat., Nov. 19, 5 p.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Sphinx	Tues., Nov. 22, K.P.O. Registration 22nd 10 a.m. Letters 22nd 10 a.m. G.P.O. Registration 22nd 11.45 a.m. Letters 22nd 12.30 p.m. (Due Marseilles 23rd December).
Manila	Emp. of Canada	Tues., Nov. 22, 3.30 p.m.

\*Correspondence bearing vessel's name only.

## THE WORLD LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.

Splendidly situated in the heart of the European section. Competent, experienced hairdressers assuring stylish cut. Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

## IF YOU'VE ANYTHING TO SELL

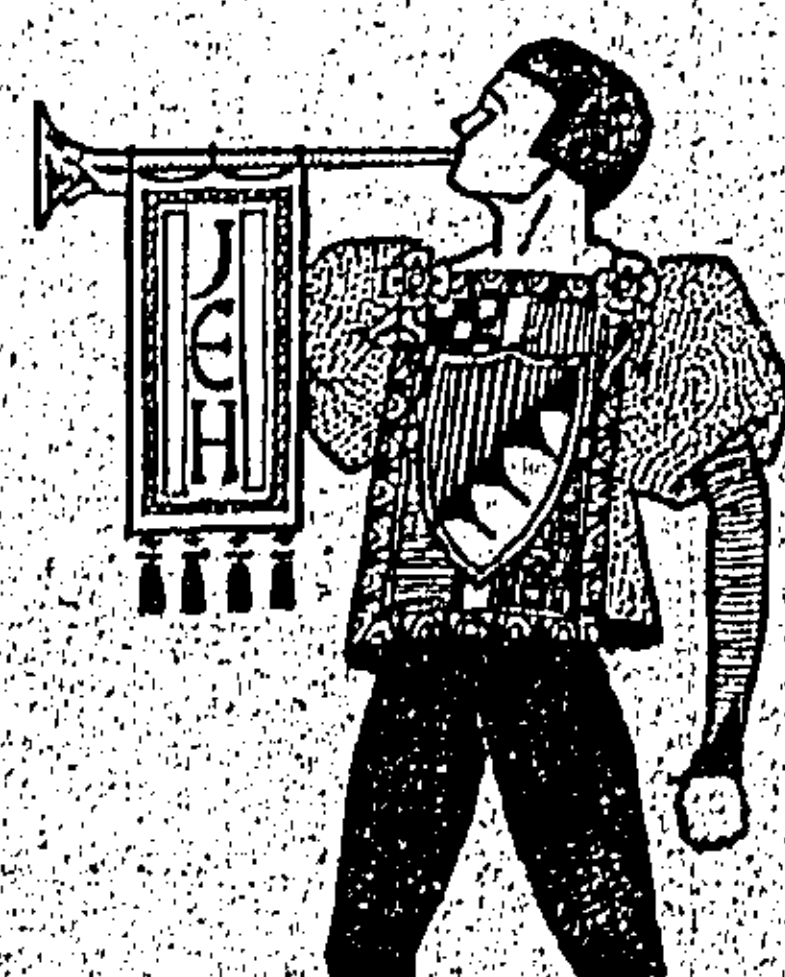
## ANNOUNCE IT

J. E. HANCOCK

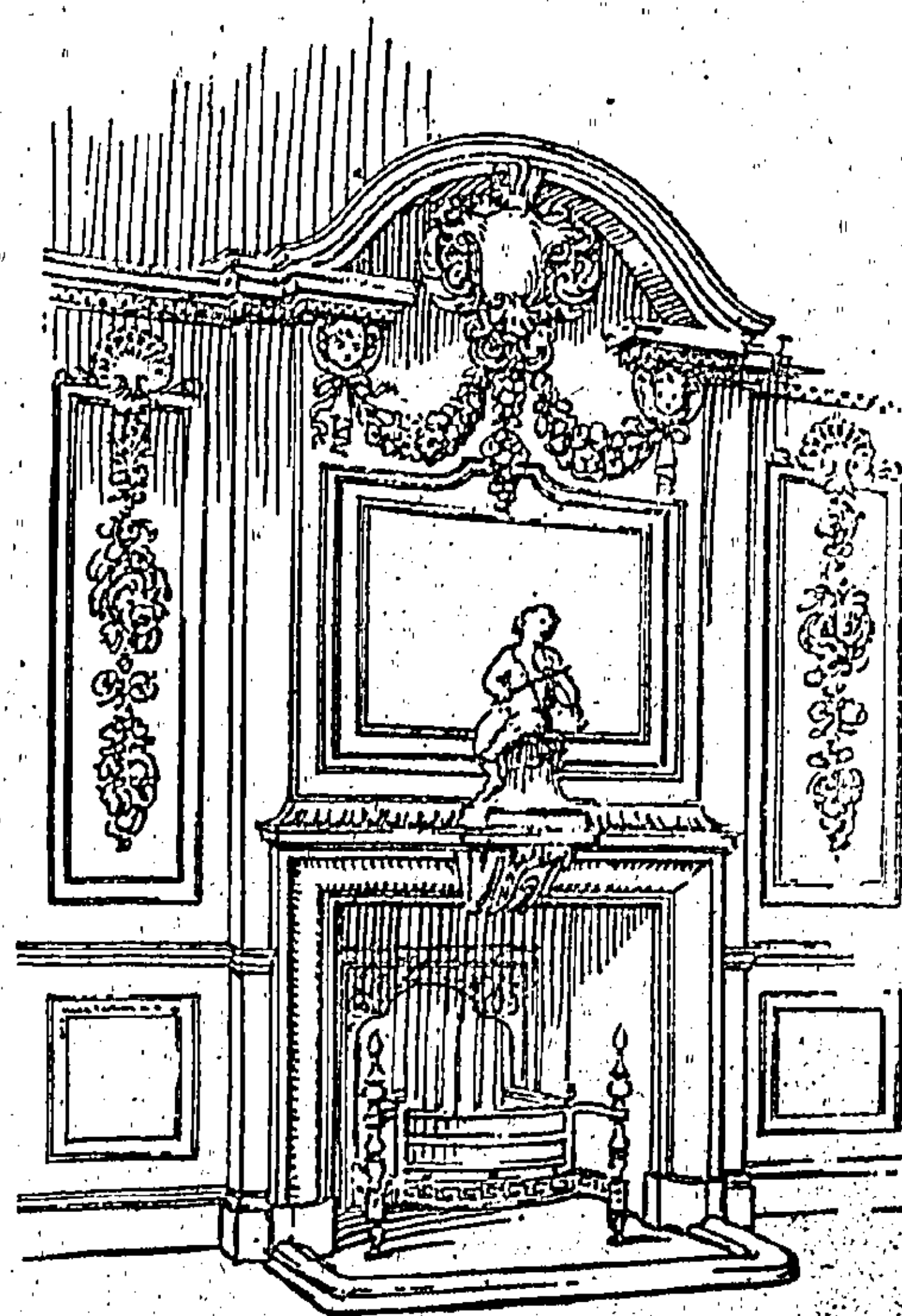
Publicity Agent

and Commercial Artist.

4th Floor Morning Post Bldg. Tel. C. 4781.



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INTERIOR WOODWORK, MANTELPICES AND PANELLING Executed in oak, or Mahogany, Imitation Stone, Real Stone, Marble, or Bronze.

ARCHITECTS COMMISSIONS FAITHFULLY REPRODUCED.

ART'S & CRAFTS LTD.

SHANGHAI.



WILL

ART SMITH  
and  
GREATER MUSIC

PLAY

AT THE  
**HONGKONG HOTEL**  
**ROOF GARDEN**  
**CARNIVAL**  
DINNER DANCE

on  
**SATURDAY, 12th NOVEMBER**

DINNER \$4.00 per head  
(FANCY or EVENING DRESS)

RESERVATIONS HONGKONG HOTEL

THE HONGKONG & SHANGHAI HOTELS, LTD.



EVERY BEER CANNOT STAND  
THE TEST—

Cascade is made in Canada  
where pure food laws are strict,  
assuring you a healthful beverage  
without injurious after-effects.

Only Malt and Hops—the Beer  
without a Peer.

DO NOT ACCEPT CHEAP  
SUBSTITUTES!

**Choose Glaxo for  
your Baby**

Your Baby's future health depends on your  
choice of his food. You must choose the food  
you know is best, for you dare not endanger  
your Baby's progress by experimenting.

Be guided by the experience of the great number  
of doctors, nurses and mothers who choose  
rightly by choosing the best food they know  
—Glaxo.

Choose Glaxo for your Baby now! And be free  
for ever from any anxiety as to Baby's steady  
progress towards healthy, strong-limbed merry-  
hearted childhood. Ask your Doctor!

**Glaxo**  
The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is  
6 months old

or when he cuts  
his first tooth, add  
a little Glaxo Malted  
Food to his Glaxo.  
This will provide  
the best means of  
acclimating Baby,  
gradually and natu-  
rally to taking  
more solid food.  
Obtainable  
where you buy  
Glaxo.



sole agents—

**W. R. LOXLEY & Co.**

**E. HING & CO.**

SHIPBUILDING MATERIALS, SHIP CHANDLERS  
HARDWARE, MERCHANTS.

PHONE:—CENTRAL No. 1116.

Wing Woo Street,  
TEL 25 Centra

**THE POPE'S TEMPORAL  
POWER.**

"HOWEVER TINY."

Rome, Oct. 13.  
The "Roman Question," which for  
more than 50 years has poisoned  
the relations between the Church  
and the State in Italy, took a new  
turn to-day, when the *Osservatore  
Romano*, the official Vatican organ,  
for the first time disclosed what  
are, according to the Vatican, the  
concessions which the Italian  
Government should make to reach  
a pacification with the Holy See.

It is necessary, says the *Osser-  
vatore*, for the Vatican to have  
temporal power in order that its  
independence may be obvious to the  
whole world. It therefore suggests  
that the Italian Government should  
form a new Papal State, "however  
tiny," over which the Holy See  
would hold undisputed sway.

Italy can do this, adds the  
*Osservatore*, without loss of dignity  
and prestige, because it was Italy  
that deprived the Papacy of its  
vast State in 1870, and therefore,  
if it should to-day restore a small  
Papal State it would be put giv-  
ing back part of what it illegally  
took from the Holy See more than  
half a century ago.

The Vatican, continues the  
journal, does not ask for the inter-  
vention or guarantees of foreign  
Powers or international courts.

The statement has caused the  
deepest impression here. Though  
the Vatican's conditions are some-  
what difficult, because the restora-  
tion of the Papal State would cer-  
tainly encounter much opposition,  
it is nevertheless believed that  
a great step towards a solution has  
been taken. It really looks as if  
Signor Mussolini, who has always  
worked for pacification with the  
Vatican, is about to reap the fruits  
of his policy.

**JUPITER'S LIGHT.**

ERUPTION SEEN ON DAY  
OF EARTHQUAKE.

Territet, Oct. 13.

The Swiss astronomical station  
at Jungfraujoch (11,385 feet), be-  
tween the Jungfrau and the Monch,  
announces that between 6.30 and  
7.30 on Tuesday evening a gigantic  
luminous eruption was observed  
on the planet Jupiter.

It is a coincidence that on the  
same day and at almost the same  
time a strong earthquake shock  
was registered at the seismological  
station at Zurich.

Jupiter is the largest planet of  
the solar system. Its mean dis-  
tance from the sun is about  
483,000,000 miles, and from the  
earth 390,000,000 miles. Of the  
markings on its surface which have  
given rise to much speculation, the  
most remarkable is known as the  
Great Red Spot, which varies in  
size and redness from time to time.

**ENGLISH CHURCH AT  
COMPIEGNE.**

THE RECONSECRATION  
CEREMONY.

In the presence of the British  
Ambassador to France (Lord  
Crewe) the English Church of St.  
Andrew at Compiègne, restored  
after its destruction by German  
bombs, was reconsecrated last  
month by the Bishop of Fulham.

Compiègne is renowned as a  
beautiful town, and the church has  
one of the most beautiful situations  
in it, being only some 300 yards  
from the palace and at the begin-  
ning of the great forest. The  
building seems to have been hit by  
bombs three times. The founda-  
tions and the west front remained  
—though even in the west front  
the rose window was shattered—  
but the body of the church was  
nearly destroyed, and an appeal  
for funds to rebuild it (the appeal  
embodying a letter from Marshal  
Foch) was published in *The Times*  
of March 9, 1926. Chiefly as a  
result of that appeal the necessary  
money was quickly raised, and the  
church is now completely restored.

The Bishop, preceded by the  
Rev. Marshall Selwyn, chaplain of  
the British Embassy Church in  
Paris, carrying the pastoral staff,  
arrived at the west door and  
knocked three times; and on enter-  
ing uttered the three fold applica-  
tion for peace "on this House in  
the name of the Father, of the  
Son, and of the Holy Ghost."

After the consecration, the con-  
gregation sang the hymn "We love  
the place, O God," and the Bishop  
entered the pulpit and delivered  
an address at the opening of which  
he paid a very warm tribute to  
*The Times*, primarily for its as-  
sistance in the rebuilding.

**VILLAGE ARTS AND  
CRAFTS.**

A RECENT EXHIBITION.

There are 3,878 women's in-  
stitutes in England and Wales, one  
in almost every village, and their  
activities are no small factor in  
the restoration of vitality to village  
life.

The part played by handicraft  
in rural activities was shown in an  
exhibition at the Imperial In-  
stitute, South Kensington, to which  
was sent work from every county  
but one. Needlework and stitchery  
were favourite subjects. One old  
lady of 80 had done a "sampler"  
with skill and pride of workman-  
ship, and had accompanied it by  
a useful garment of the same  
quality. Some institutes are work-  
ing in the fertile field of co-opera-  
tive work.

An early effort in this direction  
comprised the cleaning and pre-  
paration of a fleece by one set of  
members, the dyeing of it with

**WOMAN VICTIM OF  
MOTOR BANDITS.**

ATTACK ON A BRIDGE.

London, Oct. 14.

Two motor bandits who attack-  
ed and robbed a young woman  
collector of a music satchel con-  
taining about £40 in Hubert-  
grove, Clapham, S.W., yesterday  
are being searched for by the  
police.

The victim was Miss Elsie  
Marigold, of 8, Portsmouth-road,  
Cobham, Surrey. She is employed  
by Messrs. Horace Marshall and  
Son, printers and publishers, as a  
collector in the Clapham area.  
Miss Marigold had collected sev-  
eral accounts and was crossing  
a footbridge over the Southern  
Railway line between Ferndale-  
road and Hubert-grove when a  
man standing on the top step of  
the bridge pushed her aside and  
snatched her satchel.

He darted down the narrow  
approach and jumped into a  
motor-car standing with its en-  
gine running.

Miss Marigold followed him  
down the steps shouting "Stop  
thief," and ran after the car for  
some distance before she col-  
lapsed.

Several people in the street also  
tried to stop the car but it dis-  
appeared in the direction of  
Wandsworth. Eye-witnesses state  
that the car was a dark blue  
Morris-Cowley four-seater and  
had its index plate covered with  
brown paper.

The descriptions of the men  
issued by Scotland Yard are:  
(1) Age between 34 and 40,  
height about 5ft. 4in., dark com-  
plexion, thin face; wearing  
shabby lounge suit and dark  
cap.

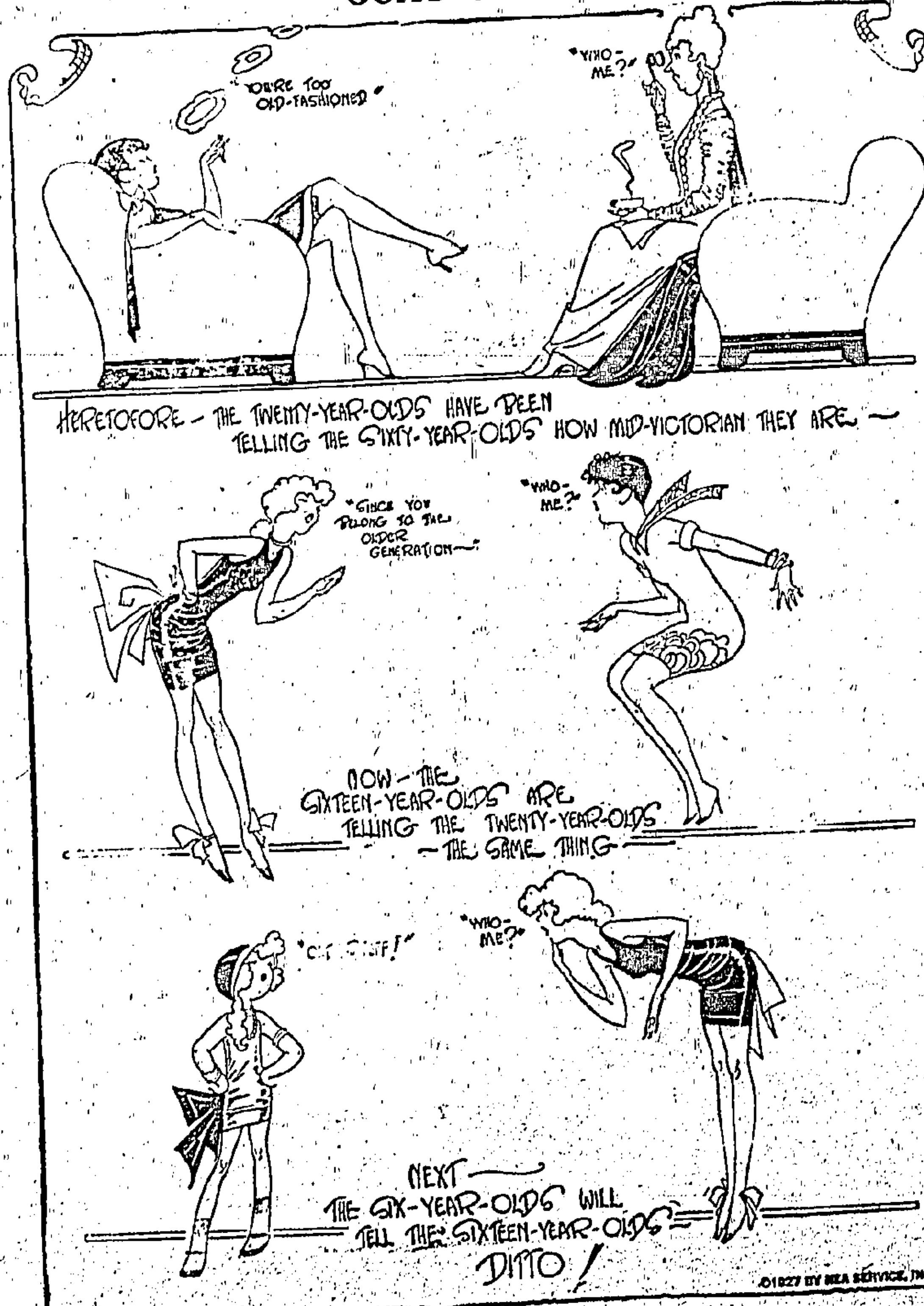
(2) Age about 30, height 5ft.  
2in., thin face, ruddy comple-  
xion; dressed in dark serge  
suit.

This attack is the fourth made  
on women by motor bandits in the  
past six weeks in various parts of  
London, and in each case the rob-  
bers escaped in a car.

natural dyes from the hedgerows  
(as some of the Scottish tartans  
were dyed) by another, the spin-  
ning by another, the making of  
it into a rug by a fourth group.  
The success of the institutes has  
led to many plans for similar effort  
among women in the Dominions.  
In Australian towns like Perth, for  
example, the arts and crafts move-  
ment is strong, but what is also  
needed is encouragement of simple  
handicraft among the more  
scattered populations.

A Canadian association for this  
purpose, helped by a Canadian  
Government grant, brings before  
its members the work of profes-  
sional English artist-craftsmen.

**GOAT GETTERS.**



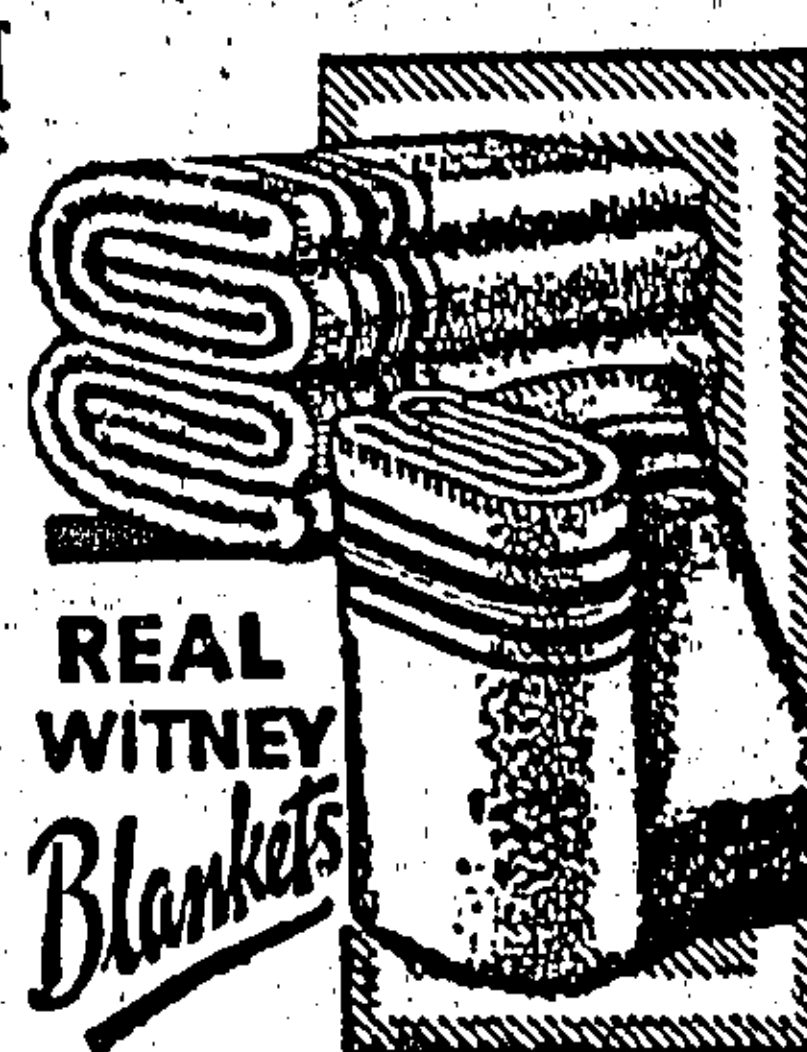
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Chilly nights bring thoughts of warmth and blankets.  
Whiteaways have always been noted for giving the  
best value in Wool Blankets in Hongkong.

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REAL WITNEY BLANKETS



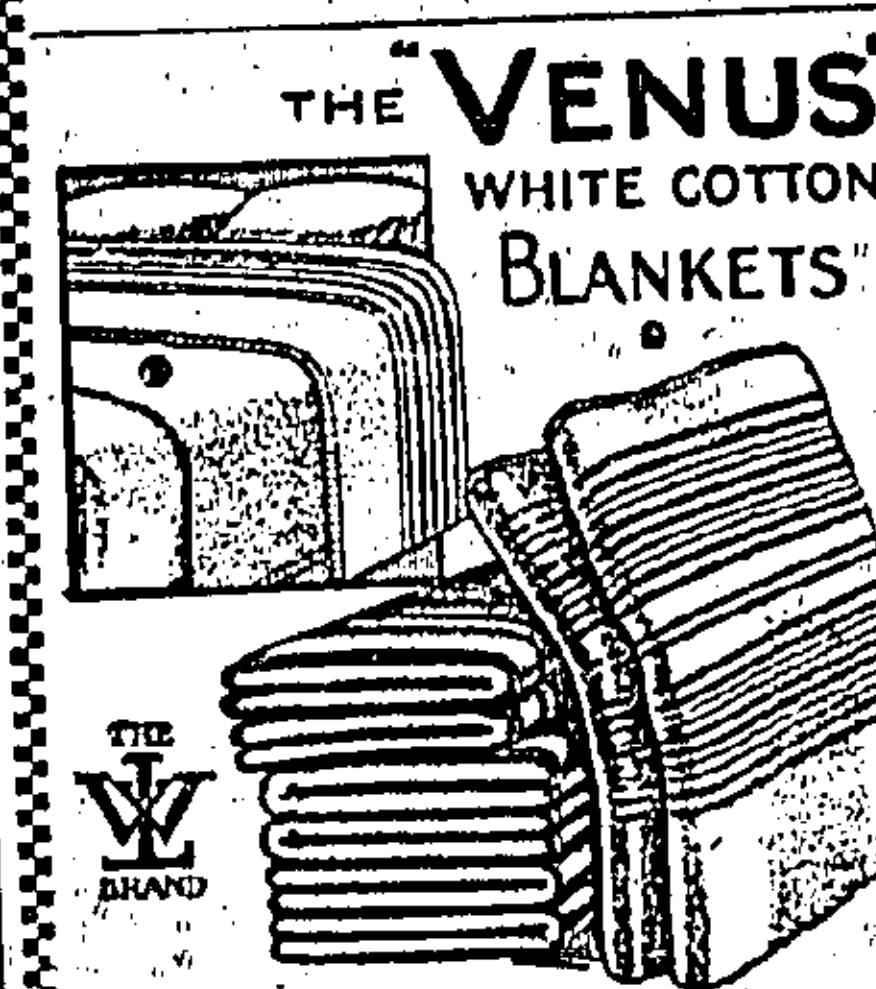
The following numbers  
are specially made for  
Whiteaways and are not  
obtainable elsewhere.

Medium quality and weight. Woven border, whipped  
ends, a good reliable Blanket.  
Size 84 by 64 in. Size 96 by 74 in. Size 104 by 84 in.  
\$19.75 & \$25.50 \$35.50 \$45.00 pair

**PURE MERINO WOOL BLANKETS**

Extremely light and warm. One of the best qualities  
obtainable.

Cot size 32 by 46 Size 84 by 64 inches 104 by 80  
\$11.50 pair. \$59.50 pair. \$89.50 pair.



**THE "VENUS" COTTON  
BLANKET**

is made from soft fleecy  
White Cotton noted for  
its warmth and wear.  
A splendid bed covering  
where a woollen blan-  
ket would be too heavy,  
finished with effective  
border. Will wash and  
wear.

Size 5 inch by 76 wide  
STANDARD  
VALUE

\$3.50 each

**THE  
WONDER RUG**

English made and of  
medium weight, this  
Tartan Rug is equally  
desirable to the trav-  
eller and to the bung-  
alow resident, pleasing  
shade and design. In  
shades of Grey, Fawn,  
Brown, Heather, Blue,  
and Navy with Tartan  
overchecks.

Sizes 54 by 78 ins.  
STANDARD  
VALUE \$6.50



**CAMEL SHADE ALL-WOOL  
BLANKETS** in rich Fawn shade.  
Very strongly woven to ensure  
strength, noted for its warmth  
and durability with the famous  
key pattern border and whipped  
ends.

Size 58 by 86 inches.  
PRICE \$11.50

**TRAVELLING  
RUGS**

TRAVELLING RUGS for  
the Boat, Car or Home use.  
English made from superior  
yarn in plain colours, with  
Scotch plaid, in Light or  
Dark grounds on the re-  
verse. Heavy fringed ends.  
Size 60 by 90 inches.  
\$18.50 to \$39.50



**DOWN QUILTS**

We have a fine assortment of New Down Quilt, Well  
made and filled. Besides being useful these enhance  
the appearance of your bedrooms.  
For Single Beds \$29.50 to \$59.50  
For Double Beds \$39.50 to \$115.

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**Whiteaway Laidlaw & Co., Ltd.**  
HONGKONG.





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Of course it's good enough—as fresh and clean as the day it was bought. That's what "International" Cleaning methods do for a garment. We bring back the bloom of new-ness to faded silks, satins, woollens, sheer fabrics, no matter how delicately tinted, without injury to material or colors.

The International Dry Cleaning and Dyeing Company.

19 Wyndham Street,  
Hongkong

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**EXCELENTES**  
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by  
**YOURS TRULY**  
Tobacco Store  
22, Des Vaux Road, C. (Phone: C. 1858.)

VALUE

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WHY NOT GIVE US A TRIAL?

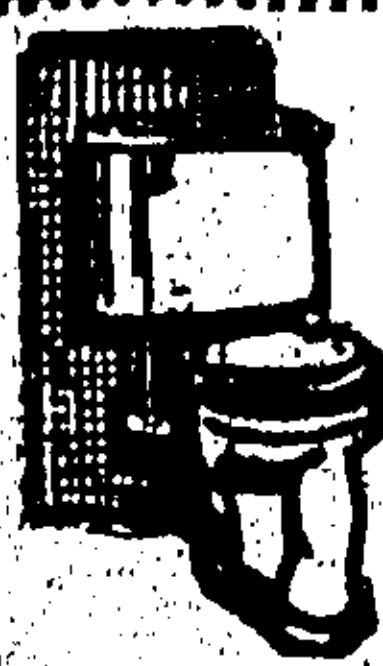
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69, Des Vaux Road, Central. Tel. C. 5503.

### WRONGFUL ARREST OF PRESSMEN.

POLICE OBSTRUCTION CHARGE DISMISSED.

A LONDON TRIAL.

Mr. Norman W. Rae, 30, a journalist employed by the *Evening Standard*, was acquitted at Marylebone Police Court in mail week of the charge of obstructing Police-Inspector Simpkin on the occasion of the fire at a film waste factory in Redhill-street, N.W., on September 9.

It was alleged that when the police were clearing the street after the fire Mr. Rae refused to go away, and defied Police-Inspector Simpkin to arrest him.

All I need say is that, having weighed and considered all the evidence to the best of my ability, the prosecution has failed to satisfy me that the defendant obstructed the inspector or that his arrest was justified. With regard to the alleged happening subsequent to the arrest, that issue is not before me. I therefore express no opinion thereon. The defendant is discharged.

#### Great Expense.

Mr. J. D. Cassels, K.C., who defended, having asked for costs, Mr. Bingley said:

The police always ask me to give them costs if they win. Whether my decision is right or wrong, this defendant has been put to vast trouble and expense. I think the defendant has had to defend himself, no doubt at great cost. He was arrested, I think, wrongfully. He has been in the dock before me on four occasions. I think I should be doing nothing unreasonable if I allow him 20 guineas costs.

Mr. Cassels, addressing the magistrate for the defence, said there were discrepancies in the police evidence which were a most unsatisfactory feature of the case. It was admitted by the police inspector that he told some workmen not to give "those fellows" any information.

"What right had the police inspector to instruct a member of the public not to give Pressmen information?" asked Mr. Cassels. "The police have important duties to perform. They are entitled to be in complete authority, so far as the public are concerned wherever an incident like a fire has occurred, but they are not censors of the Press."

Mr. Bingley said it was admitted that the firemen and salvage men were not being obstructed.

#### Mr. Rae's Version.

Mr. Rae, giving evidence on his own behalf, said he had completed his story and went back to see if the photographer on the staff of the *Evening Standard* wanted to send negatives or go back to the office in his car. He saw two Pressmen named Neaney and Rogers in Redhill-street talking to some workmen, and went over to them. Almost immediately Inspector Simpkin came over and said to the workmen, "Don't give these fellows any information." He told the police inspector he had no right to order the workmen away, and the inspector said he would put him out, too.

Mr. Rae said he pulled out his police pass and the inspector said: "If you don't get out I will take you to Albany-street." The inspector said he must get witnesses and called over two constables who "punched me round the corner." He was about to cross the street when he got another punch in the back. He pulled out his pass and asked why he was being assaulted. P.C. Lay said, "Get out," and the next moment he was swung round, his arms were twisted behind him, and he was turned round towards Albany-street. He said: "I am not a criminal. I will willingly walk to Albany-street."

Mr. Bingley: Why did you say that?

Mr. Rae: I was being run along the street with my head bent forward and my arms back.

Asked what happened at the police station, Mr. Rae said: "I was marched up two or three steps to a door. The door was opened by P.C. Lay and he gave my arm another twist which sent me forward into the charge-room."

Mr. Rae said that he asked the police sergeant in the charge-room to put him in communication with his office, but the sergeant refused.

Mr. E. B. Knight (for the police): The Press representatives are a little persistent, are they not?

Mr. Bingley: Of course they are; it is their duty to be.

Mr. Daniel Rogers, a journalist employed by the *Daily Express*, said that while he was with Mr. Rae the inspector told them to clear out, and they began to go. "As I was going round the corner, a policeman struck me twice in the back," said Mr. Rogers.

Mr. Bingley: Why did he do that?

Mr. Rogers: I do not know why he did it. We were walking along.

Mr. Bingley gave his decision as stated above.

### HUDSON'S WONDER BRIDGE.

GREAT ENGINEERING TRIUMPH.

TO COST G.\$60,000,000.

New York.—Man-made grandeur strikes anew at the supremacy of the wonders of nature in the mile-and-a-half bridge across the Hudson River, work on which began at a joint New York-New Jersey celebration the other day.

Five years from now, when the last rivet has been driven, the stupendous structure will be one of the world's greatest sightseeing attractions, rivaling the Eiffel tower as a marvel of engineering achievement.

A single span twice as long as any other ever attempted will be the centrepiece. It will curve 200 feet above the waters of the Hudson at its centre. Its length will be 3,500 feet. The span will be suspended from monumental steel and concrete towers on each bank of the river, the tops of which will pierce the sky to a height of 625 feet above water level.

#### A Dream of 71 Years.

Completion of the bridge will crown a dream of 71 years. In 1856, an anonymous writer in "Valentino's New York Manual" prophesied that the "Mighty West" would "require a bridge to bear its products across the Hudson to the metropolis of the Western Hemisphere—probably near Ft. Lee and Ft. Washington 200 feet above high water level, with three piers to suspend the bridge from Ft. Washington to Jersey."

The prophecy is coming true with uncanny precision save as to the piers. To-day's engineering wizardry finds two piers enough.

Ft. Lee is to be the terminus of the bridge on the western side.

With the magnificence of conception which marks plans for the bridge, the cost will be in keeping. New York and New Jersey expect construction expenses to total G.\$60,000,000.

Engineers retained to direct large and small phases of construction comprise a young army. One of them is General George W. Goethals, the Panama Canal builder.

In fashioning the structure, these engineers will toy with 120,000 tons of steel and concrete. Into the holes that will be dug to receive the supporting towers at Ft. Lee, a modern 10-story apartment house could be dropped.

Archways under each tower would accommodate an 18-story skyscraper.

#### 8,148,000 Vehicles a Year!

The bridge at first will have two 24-foot roadways, accommodating two to three lanes of travel each, and two six-foot sidewalks. It is estimated that in a year the bridge will carry 8,148,000 vehicles, 18,898,000 passengers, 1,413,000 pedestrians and 497,000 buses.

Additional roadways may be provided later.

Parallel cables supporting the center span will have a diameter of 37 inches. Each will contain approximately 27,000 quarter-inch wires. Each cable must have a carrying strength of 330,000 tons, as against a carrying strength of 45,000 tons for each cable of the Brooklyn Bridge.

Boring for the tower foundations, a process remotely like plugging a watermelon, have located the strongest rock bottom sites for the towers. Accordingly, the New Jersey tower will be built 100 feet inside the pierhead line, while the Manhattan tower will be right by the water's edge.

Natural rock anchorage for the cables in provided in the dolomite New Jersey Palleades. But in Manhattan, the anchorage will be built of solid concrete, faced with granite.

#### Pay as You Cross.

New York and New Jersey bond issues will pay for the bridge. Tolls will pay off the bonds eventually. Each pleasure car and truck will pay 50 cents, each bus G.\$1, and each passenger or pedestrian five cents.

This herculean accomplishment will be as beautiful as it is useful, for it is being designed to fit architecturally into the background of the gorgeous river formation it is to span.

"You are a despicable scoundrel. Morally you have a man's death on your conscience. This man was driven to suicide through being unable to understand why his business was not paying, and then you rob his widow." These words were uttered by the Southampton magistrate when sentencing William Howe, 50, butcher, to six months' imprisonment for stealing meat during the past six months from his employer, Mr. Frank Roles, who recently committed suicide, and from Mrs. Eleanor Roles, the widow.

## Three Castles CIGARETTES



ALSO PACKED IN  
REGULAR  
20'S AND 50'S

MADE FROM THE FINEST TOBACCO ONLY

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

A-198

A picture that ranks among the greatest—

SOMERSET MAUGHAM'S  
Thrilling and Sensational Story

## THE MAGICIAN

Produced by the man who made

THE FOUR HORSEMEN  
MARE NOSTRUM  
& SCARAMOUCHE

**REX INGRAM**

with

**ALICE TERRY**

and

**PAUL WEGENER**

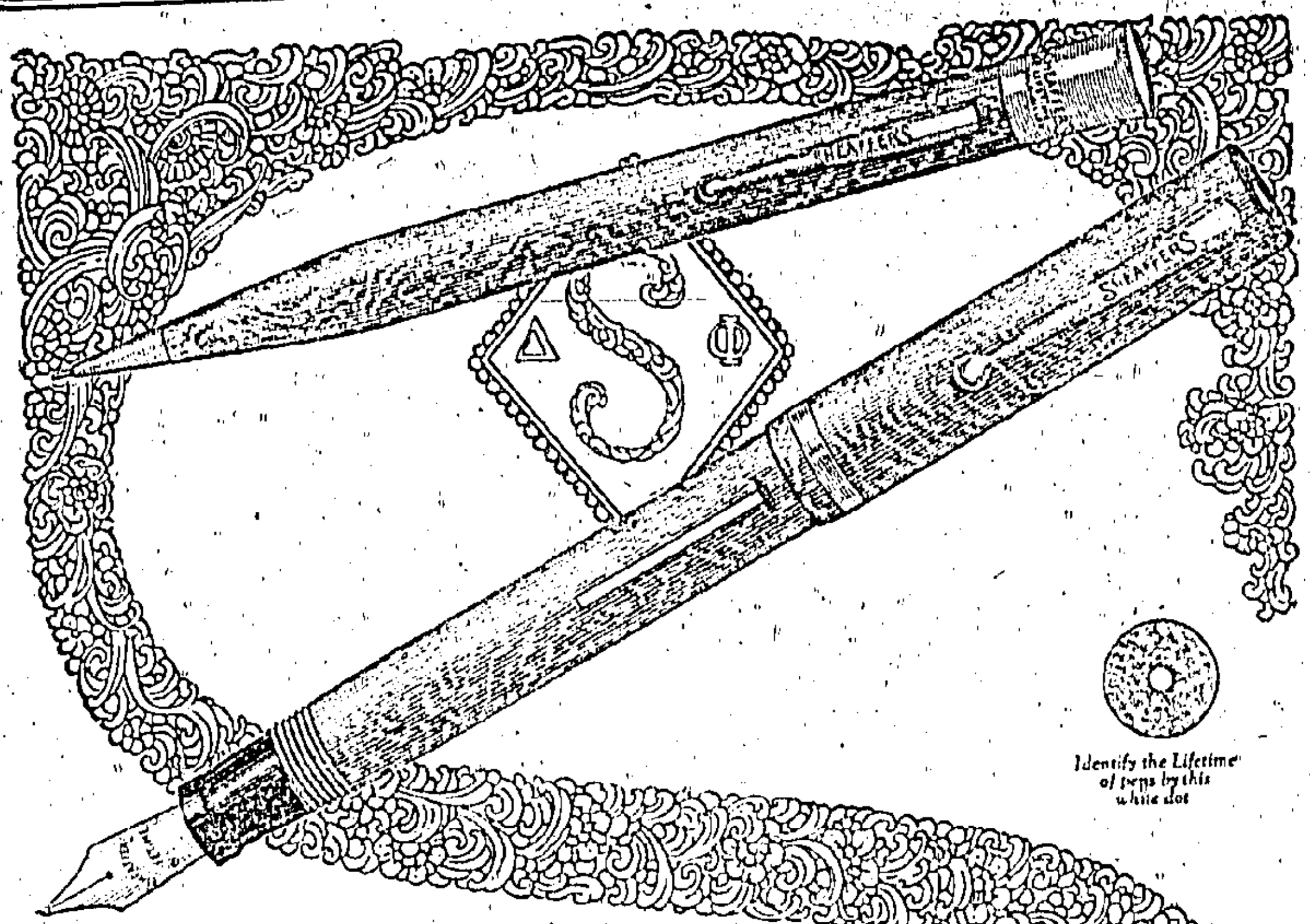
Coming to the

**QUEEN'S WEDNESDAY**  
TO  
**SATURDAY**

November 16th to 19th.

An anniversary dinner of the Dickens Fellowship gave Mr. G. K. Chesterton an opportunity to celebrate the genius of Dickens, to prophesy on the future of his novels, and to lament our present lack of a great satirist. Mr. Chesterton put the last point in a characteristic way. What was needed in this modern world was someone like Dickens to make game of the real conditions and features of our own time. That was, however, difficult to pray for, because in some aspects the modern had become so absurd that it could not be caricatured. The world was getting too funny to be made fun of, and that might raise a difficulty even for Dickens. In conclusion, Mr. Chesterton proposed the memory of "that great master of laughter, that gift of the gods for the blasting of folly and crime."





Join the great fraternity

of Lifetime writers

The student gives the fountain pen its hardest test. He must use it almost constantly—and severely. Therefore he is the biggest buyer of the Sheaffer Lifetime. It is the pen for strenuous and unfailing action. And since it is built of enduring and brilliant green Radite and guaranteed against all repair costs, it is always the pen of economy. Its first cost is its last cost.

Lifetime pens and pencils in green or black—at better stores everywhere. One Label Leads in the handy tin box. Sheaffer's Skip—successor to ink makes all pens write better.

THE SUN CO., LTD.

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**SHEAFFER'S**  
PENS, PENCILS, SKRIP

W. A. SHEAFFER PEN CO., PORT HADISON, IOWA, U.S.A.

### GARDEN FETE.

#### ST. PETER'S YOUNG MEN'S CLUB FUNCTION TO-DAY.

The St. Peter's Young Men's Club garden fete opens to-day and will doubtless attract a large crowd. The opening function is being performed by Mrs. Southorn, the wife of H. E. the Officer Administering the Government, who, on her arrival, will review the 5th Troops of the Hongkong Boy Scouts and will then be introduced to the assembled gathering by the Hon. Dr. R. H. Kotewall, the Club patron.

Among the special features of the fete are an afternoon concert, a tea dance, a supper dance and a concert on the roof of the Club. The last named will be given by the "J-Pans" under the direction of Miss Violet Capell. During the afternoon a naval band will be in attendance and the Titania Melodians will supply the music at the supper dance.

The Hongkong and Shanghai Hotels, Ltd., have arranged a special continuous bus service from Blake Pier to the Club House, commencing at 2 p.m.

#### The Stallholders.

The following is a list of the stallholders:

Refreshment Stall: Misses R. Mow Fung (Convenor), M. White, M. Woolley, M. Kacker, F. Hynes, E. Atkins, W. L. Mackenzie, E. Rodgers, K. Grose, D. Leung, Minnie Lee, Buckland, B. See Chin, V. Mackenzie, B. Choa, I. Rodgers, I. Grose, A. Hynes, R. Cole, B. Pope, R. White, Mrs. Payne, Mrs. Thomas, Mrs. Cooper, Mr. F. Bradley, Mr. Randall, Mr. Geo. Kotewall, Mr. James Kotewall, Mr. J. Barrow, Mr. S. C. Ho, Mr. W. A. Zimmerman, Mr. G. S. Ladd, Mr. V. A. Shaw, Mr. H. G. Kew, Mr. S. Chenallooy.

Entertainment (Concerts, etc.): Rev. N. V. Halward (Convenor), Mr. W. A. Shea (Secretary), Mr. A. Leong, Mr. E. G. Stewart, Mr. R. Leong, Mr. A. Greaves, Mr. E. Zimmerman.

Finance Committee: Mr. A. E. Lea (Treasurer to the Garden Fete), assisted by Messrs. P. Howie, F. A. Peterson, J. L. Macpherson, N. Attaway, H. A. Allen, A. Peake, B. Randall, A. Hancock and A. W. Millar.

Erection and Construction: Mr. G. W. R. Griggs assisted by Messrs. A. W. Millar, J. M. Shroff, Allan Ng Kin and others.

Sale of Goliwogs: Misses Lepard and M. Lea.

Sale of Cupids: Miss Phyllis Hunt.

Organising Secretaries: Messrs. G. S. Zimmerman, Peter Pau and W. A. Shea.

Kicking the Football: Mr. E. Zimmerman, assisted by Mr. Birtwistle.

Knocking Down Pipes: Mr. G. Beard, assisted by Mr. Dyer.

Slippery Sam: Mr. Conrad, assisted by Messrs. A. Lea and C. W. Mitchell.

Cocoa Nut Shy: Mr. Edge, assisted by Mr. C. Lea.

Rifle Range: Mr. C. A. Grimes.

Toy Stall: Mrs. Earle and Mrs. Shellshear, assisted by Misses F. Wong, H. Yuen, H. Surh and Mr. S. Jenyns.

Sweet Stall: Miss B. Yuen, assisted by Misses B. Santos, H. Kew, E. Kew, D. Ellis and Mr. A. E. Perry.

Lucky Ring: Miss E. Samy assisted by Mrs. P. Yee, Misses R. Randall and Mr. J. M. Shroff.

Hoopla: Mr. P. Sands, assisted by Mrs. Hunt, Miss Hunt, Mrs. J. H. Hunt and Mr. Dormer.

Flower Stall: Mr. G. W. R. Griggs, assisted by Miss Clark, Mrs. Millar, Miss Leonard, Miss Grimes and Mrs. Allan Ng Kin.

Guessing Competition: Mr. W. M. Gittins, assisted by Misses J. and G. Ho Tung, Misses I. and K. Rapp, Misses I. Gittins and Nancy Leong.

Gold Fish Stall: Miss C. Hamson, assisted by Miss N. See Chin, Misses E. and K. Fox.

Fish Pond: Mr. E. Luscombe, assisted by Mr. John Lang.

Squares Stall: Miss W. Cheung, assisted by Misses H. Hunt, G. Gutierrez and Messrs. A. and S. Cheung.

### NEW ITEMS.

#### OUR CABARET AT THE STAR THEATRE.

Every item in the revue "Hey! Hey!" with which Mr. Charles Chamier's London vaudeville company, the new Our Cabaret, opens its season at the Star Theatre tomorrow night, is new to the Colony. The songs, sketches and dances will therefore have the added charm of novelty, and a thoroughly enjoyable evening may be expected.

Among the sketches to be presented to-morrow night is a clever burlesque dealing with Frith-blowers in the time of Tutankhamen—a time which it can be imagined gives plenty of scope for the company to display its comedy talent. Another amusing sketch is called "Honey-moon Hall."

The company has returned from the North strengthened in numbers and talent, and in addition it will have the advantage this time of the services of a vivacious comedienne in Miss Muriel Varna who was unable to appear last August owing to illness. Booking for the whole season is now open at Moutrie's and the Star Theatre at the popular admission prices of \$3, \$2 and \$1.

While the New Our Cabaret is at the Star Theatre the movie programme will be limited to one performance at 5.30 daily, with the usual changes of programme during the week. The picture to-morrow and Monday will be Zane Grey's thrilling story of a historic feud, "To the Last Man," with Richard Dix and Lois Wilson in the leading roles.

### "THE MAGICIAN."

#### SOMERSET MAUGHAM STORY FILMED.

"The Magician," a powerful story from the pen of Somerset Maugham, author of "The Faintest Veil," "Rain" and other well-known books, will be screened at the Queen's Theatre next week, as announced in a special advertisement appearing in this issue. The picture was produced in Europe by Rex Ingram, the man who made "The Four Horsemen," "Mare Nostrum," and "Scaramouche" and it is in every way a masterly production.

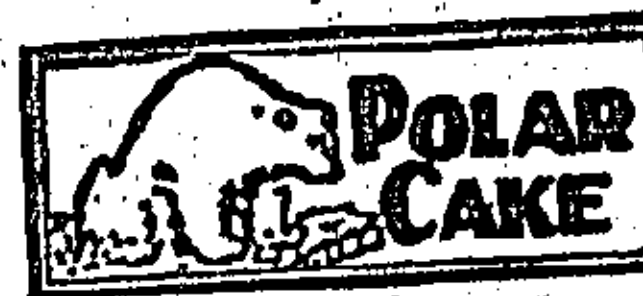
The popular American star, Alice Terry, a noted German actor, Paul Wegener, and a handsome young Serbian play the leading roles, the two men as magician and surgeon, respectively, fighting for the soul of the girl. The action of the story is very thrilling and the settings, including many famous beauty and historical spots in Europe, are most effective.

Twenty Cents Raffle: Mrs. D. Fok, assisted by Misses N. Zimmerman, E. Sue, B. Sue, L. Sue, W. Sue and Mr. W. Sue.

Flower Pot Competition: Mr. E. B. Grose, assisted by Mr. E. Ho Kwong.

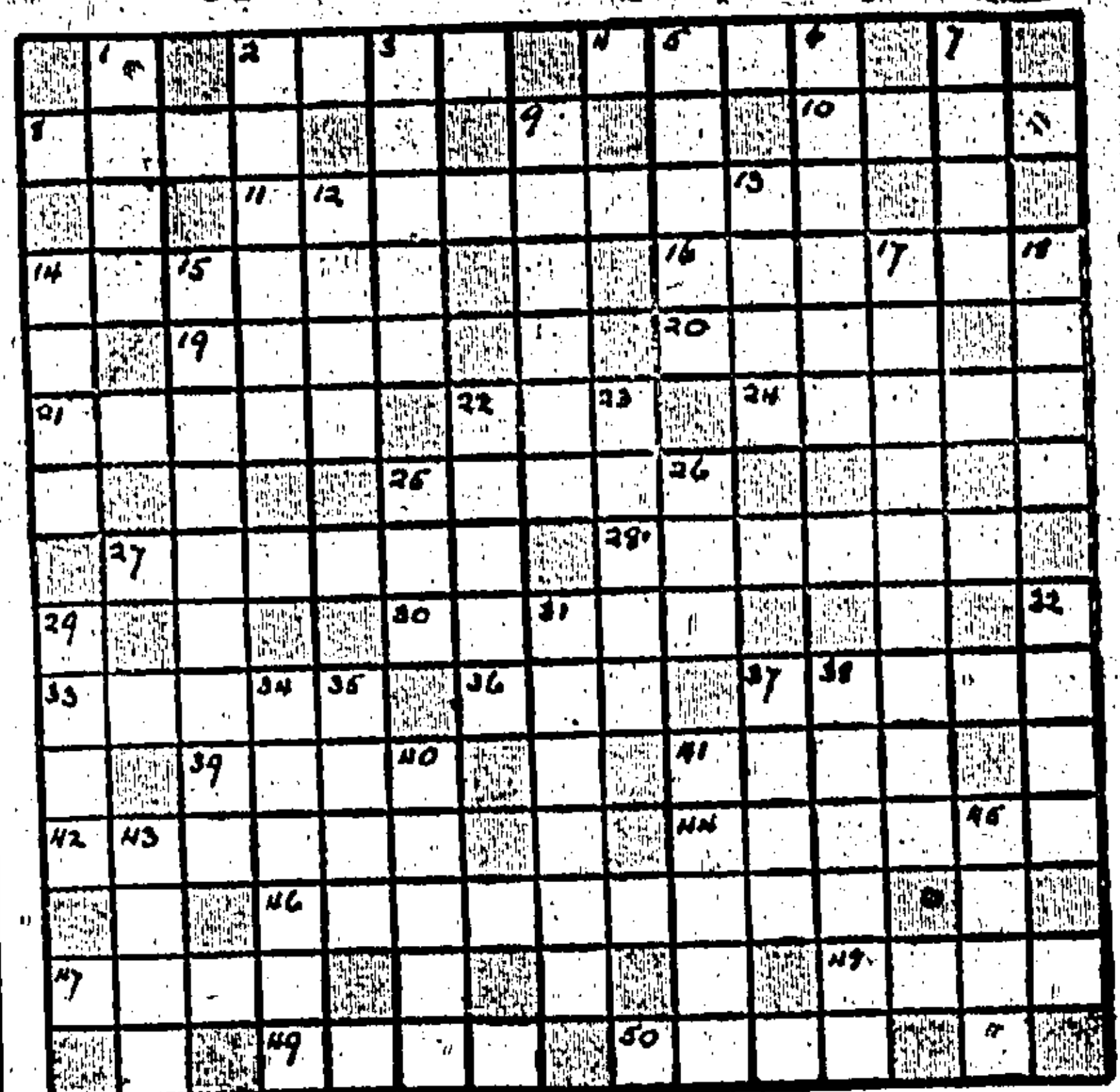
Clock Golf: Mr. H. M. Kew assisted by Miss D. Fung and Mr. F. Zimmerman.

Miscellaneous Stall: Miss M. Yuen, assisted by Misses B. and R. Wong, D. Lopes, A. Gutierrez and Messrs. J. Way and E. Cunningham.



IT'S QUALITY THAT COUNTS.

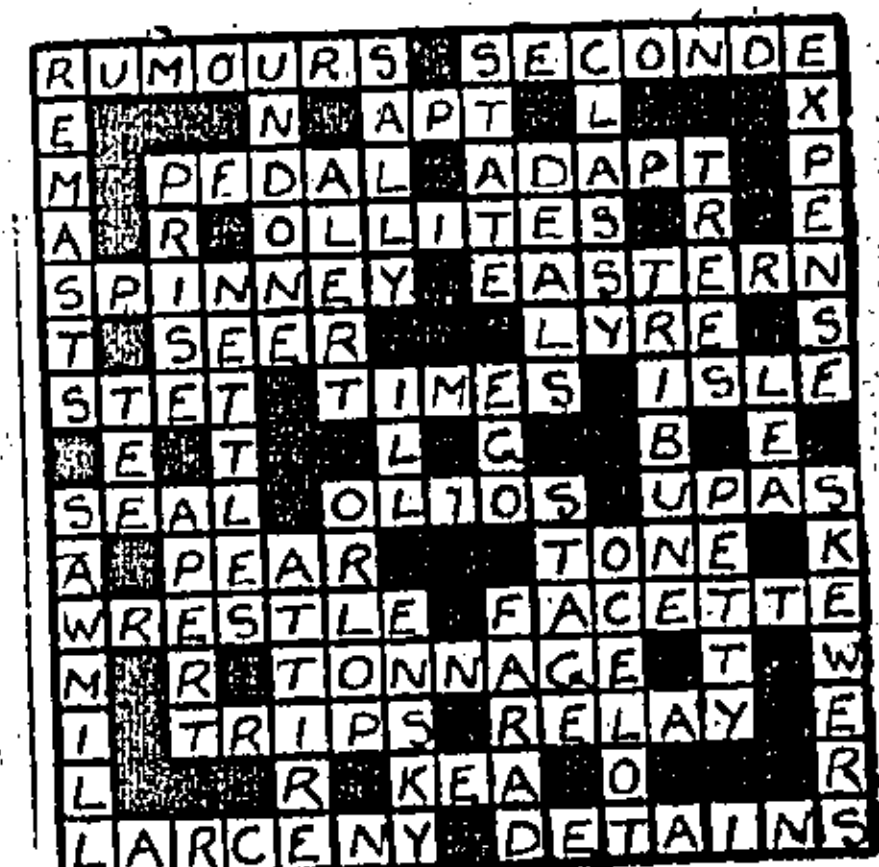
### OUR CROSSWORD PUZZLE.



- Across.
- 2 Favourites.
  - 4 Render unconscious.
  - 8 Residence.
  - 10 Person's decease.
  - 11 Old form of punishment.
  - 14 Large sofa.
  - 16 Hot curdled milk.
  - 19 Evils.
  - 20 Face.
  - 21 Turns on an axle.
  - 22 Prefixed to knight's name.
  - 24 Prepares for publication.
  - 25 Staff.
  - 27 Activity.
  - 28 Australian animal.
  - 30 Small horse.
  - 33 Raw hides.
  - 36 Abolish.
  - 37 Disappoint.
  - 39 Consumes.
  - 41 Part of the boot.
  - 42 A petty despot.
  - 44 Sentiments proposed for general acceptance.
  - 46 Management.
  - 47 Bifacial.
  - 48 Always.
  - 49 Formal act of religion.
  - 50 Pressed with the foot.
- Down.
- 1 Achieved.
  - 3 Instrument for pounding.
  - 5 Useless plants.
  - 6 Ensnared.
  - 8 Entrapped.
  - 7 Well known tree.
  - 12 Relate.
  - 13 Love to excess.

- 14 Cutting instruments.
- 15 Male hawk.
- 17 Breathing holes.
- 18 An upward throw.
- 22 More sane.
- 23 Impelled by oars.
- 25 Mire.
- 26 Expresses denial.
- 29 Monkey.
- 31 Follow days.
- 32 Smaller.
- 34 Member of an Asiatic race.
- 35 Heavenly orb.
- 37 Blessing.
- 38 Exultant.
- 40 Worn out.
- 41 Guide.
- 43 One who mimics.
- 45 Chinese coin.

Yesterday's Puzzle.



## STAR THEATRE

MR. CHARLES CHAMIER'S  
London Vaudeville Company

## THE NEW OUR CABARET

In a series of Intime Revues with  
NEW SONGS—NEW SKETCHES—NEW DANCES.  
TO-MORROW

Sunday, November 13th at 9.15 p.m.  
and Monday, November 14th.

"HEY! HEY!"

Tuesday & Wednesday, November 15th & 16th.

"COCKTAILS"

Thursday & Friday, November 17th & 18th.

"HONI SOIT"

Saturday, November 19th.

"A LA CARTE"

Sunday, November 20th.

"HERE & THERE"

Monday, November 21st.

"POT POURRI"

Booking at Moutrie's and the Star Theatre

PRICES \$3, \$2 & \$1.

### CENSURED BY A JUDGE.

A refusal by the Ministry of Pensions to supply information regarding the medical war record of a pensioner in connexion with a case at the Manchester Quarter Sessions was commented upon by the Recorder, Sir Walter Greaves-Lord.

The man had crashed in an aeroplane during the war and had injured his head, and a question regarding his mentality had arisen.

At the Recorder's request the Ministry of Pensions had been communicated with for further particulars. The reply from the Ministry stated that it was the general rule to treat as strictly confidential all medical information regarding pensioners, and expressing "the Minister's regret that he is unable to find any grounds that would justify him making an exception to the general rule in this case."

Sir Walter Greaves-Lord: That would rather mean that if in effect there was anything in the man's condition which ought to be taken into account in dealing with him, making the man's position better, the Ministry of Pensions would apparently not give it to him. That does not seem to be quite in accordance with what most of us regard "as a proper way of doing things."

A piece of wooden water main about 2ft. long and 1ft. in diameter fashioned from the trunk of a tree, and believed to be about 400 years old, is to be mounted in a glass case in the Berkeley Hotel, Piccadilly. It was dug up a month ago outside the hotel by men engaged on the repair work in Piccadilly, and a brass plate on the case will record that fact.

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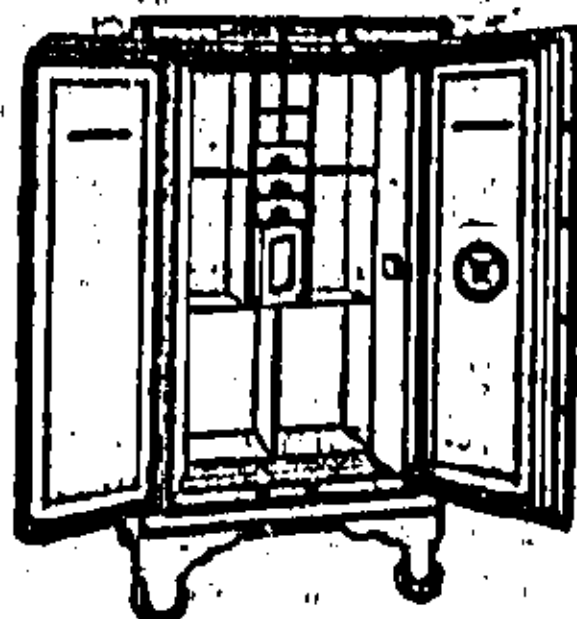
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Oil and Venetian Special As-  
tringent. These preparations  
round out the tissues, restore  
the firm elasticity of the  
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Hongkong Telegraph.

SATURDAY, NOVEMBER 12, 1927.

### HOME UNEMPLOYMENT INSURANCE.

So far there has not been much  
local comment on the new Unem-  
ployment Insurance Bill which is  
going to be one of the most im-  
portant measures to be consid-  
ered by Parliament at Home during  
the newly-opened autumn session,  
but in view of the far-reaching  
effect of the Bill it is well worth  
while understanding its main pro-  
visions. It is an amending Bill  
to the original 1920 Act and is the  
sequel to the report of the Blanes-  
burgh Committee which was ap-  
pointed to examine the working of  
the Act and to recommend what  
changes in the scheme, if any,  
ought to be made. Therefore, the  
Bill is an extremely important  
one to millions of employers and  
employees. One of its main pro-  
visions is the acceptance of the  
Blanesburgh Committee's recom-  
mendation that the system of "ex-  
tended" benefit should be abol-  
ished. If rigidly adhered to this  
abolition would remove from the  
existing system what is, theoret-  
ically speaking, the principal blot  
upon it—the progressive modifica-  
tion of its originally sound actuarial  
basis in face of a series of ex-  
ceptional and unforeseen emer-  
gencies.

In a sense, the system as it is  
in force to-day is "actuarially"  
sound, i.e., the cost of it does,  
roughly, cover the risks of unem-  
ployment at its present level, with  
the continued payment of "ex-  
tended" benefit to men for whom work  
is not likely to be found and  
whose contributions have long been  
exhausted. But these are not  
true risks; they amount definitely,  
in view of the present large in-  
cidence of unemployment, to the  
imposition of a deadweight charge  
upon certain industries, which pay  
at a much higher rate than their  
own unemployment-risk necessitates  
in the interests of others. Under  
such circumstances as exist in the  
coal mining industry, it is doubt-  
ful whether the abolition of "ex-  
tended" benefit is a feasible solution  
of the problem. It does no  
more than postpone its con-  
sideration; for once the 200,000  
workless miners have completely  
exhausted their claim to benefit,  
the question which has been slurred  
over, year after year, by the  
simple expedient of continuing the  
"dole," will raise its head again.  
The State will assuredly be called  
upon to do something; for the

burden of dealing with the dis-  
placed miners cannot be laid upon  
the backs of the ratepayers in our  
"devastated areas"—who are large-  
ly miners themselves. The over-  
hauling of the Unemployment In-  
surance scheme ought, then, to have  
been preceded by a special con-  
sideration of the problem of the  
coal-mines.

The Bill does, however, jettison  
completely the financial proposals  
of the Blanesburgh Committee and,  
excepting for very small modifica-  
tions, the present financial ar-  
rangements of Unemployment In-  
surance are to stand. The failure  
of the Government to incorporate  
in it the Blanesburgh proposals,  
which envisaged the payment of  
the benefits actually proposed in  
the Bill in return for contri-  
butions markedly less than those  
now being paid, has, in some  
quarters we note, aroused keen dis-  
appointment. For such disap-  
pointment there seems, however,  
no justification. When the Blanes-  
burgh Committee reported, it blandly  
assumed that the level of unem-  
ployment would begin to  
oscillate, in the near future, about  
a norm of 700,000 or so, and re-  
commended that the financial basis  
of the scheme might accordingly  
be overhauled in the light of this  
assumption. Unfortunately there  
is no reason to suppose that Bri-  
tain is any nearer to a normal  
figure of 700,000 than it was three  
years ago. The live register figure  
fell rapidly after the cessation of  
the coal stoppage, under the in-  
fluence of the temporary spurt in  
trade activity which followed the  
reopening of the mines. But it  
only fell to the level of a million,  
which represents 8½ per cent. of  
unemployment, not the 6 per cent.  
assumed by the Committee to be  
"normal"; and at that million-level  
it has obstinately remained. The  
Government, then, has taken, as  
has long been obvious it must take,  
the common-sense view of the  
situation. It cannot at present  
afford to cut down contributions  
to the Fund unless it also cuts  
down benefits, and it cannot cut  
down benefits without gravely im-  
pairing the social usefulness of the  
scheme. To say this is not to say  
that the system as it stands  
is ideal. In many quarters it is  
argued that the State ought to con-  
tribute a higher proportion of the  
total cost of benefit than it does,  
in view of the fact—already  
stressed—that the incidence of un-  
employment is so largely upon a  
limited group of industries, the des-  
perate condition of which con-  
stitutes a national problem.

### Mr. Churchill's Claim.

One cannot help reading the re-  
port of the claim made by Mr.  
Winston Churchill, the Chancellor  
of the Exchequer, as given yester-  
day in a wireless message, with-  
out realising that he is attempt-  
ing to justify himself, as head of  
the financial administration of the  
present Government. Thus a cer-  
tain amount of special pleading  
is to be expected; nevertheless,  
after making due allowance there-  
for, it has to be admitted that he  
makes out a very good case. Un-  
doubtedly the Conservatives came  
into power at a most unfortunate  
time, with industrial crises im-  
minent, and much to do in the way  
of correcting past errors of judg-  
ment and trying to stem the tide  
of financial chaos that came as an  
aftermath of the war and of sub-  
sequent labour trouble. The big  
strike last year dealt a heavy blow  
at the country's monetary re-  
sources; and that conditions have  
not been worse, speaks volumes for  
the courage and ability of those  
whose unenviable task it has been  
to try and mend matters. This  
year has not seen much improve-  
ment, chiefly owing to the slow  
recovery of trade, and the trouble  
in China, which has had its inevi-  
table reaction at Home. The Chan-  
cellor has dealt bravely with  
foreign policy, and inasmuch as  
the maintenance of peace abroad  
is calculated to react favourably  
on commerce and industry, his re-  
ferences were appropriate. He  
claims that, despite all the handi-  
caps they were obliged to face, the  
Conservative Government has done  
well by the country. The two  
years remaining of normal life for  
the Government, he states, offer a  
better chance of cleaning up some  
of the arrears into which the coun-  
try's finances have fallen. All  
shades of political opinion will pro-  
bably hope that the Government will  
be given the opportunity to make  
good its promise.

### DAY BY DAY.

NOTHING IS MORE CHARACTERISTIC  
OF THE NEW DEMOCRACY THAN THE  
ALACRITY WITH WHICH IT TOLER-  
ATES, WELCOMES, AND DEMANDS  
COERCIVE GOVERNMENT INTERFER-  
ENCE IN ALL ITS CONCERNS.—Lecy.

A report was made to the police  
yesterday by a pig dealer to the  
effect that three live pigs were  
stolen from the Kennedy Town  
slaughter house. The value of the  
animals is placed at \$125.

The son of a large dealer of  
Kennedy Town, aged ten, was ad-  
mitted to the Government Civil  
Hospital yesterday in a very  
critical condition, suffering from  
scald wounds caused by some  
boiling lard spilling over him.

A Chinese youth, who attempted  
to steal a ride on a tram in Sha-  
ukwan Road, paid very dearly for  
his trick. When the conductor of  
the tram chased him off, he  
dropped into the road and was  
injured by motor car No. 612  
which was following the tram.

A Chinese residing at 46, Gram-  
ham Street, was yesterday  
victimised to the extent of \$85 by  
the well-known banknote trick.  
He met two men in Wellington  
Street and, after exchanging a few  
compliments with each other, was  
induced to part with his money.

A report was made to the police  
yesterday by the driver of Motor  
Bus No. 88 belonging to the Kow-  
loon Motor Bus Company, to the  
effect that a Chinese, who at-  
tempted to alight from the bus  
whilst it was in motion, received  
severe injuries to his head. The  
man was later taken to the Kwoing  
Wah Hospital.

A Chinese, who managed to  
break into the Empress Lodge, in  
the early hours of this morning,  
was disturbed in the carrying out  
of his intentions by the sudden  
awakening of Mrs. Bons, who saw  
a man moving stealthily in her  
room. She gave the alarm and the  
man took to his heels, taking with  
him \$32 in money.

Cinema-goers have their last  
opportunity this evening of seeing  
three excellent pictures—Gloria  
Swanson's "entertaining society  
love story," "The Untamed Lady,"  
at the Queen's Theatre; Lon-  
Chaney's remarkable production,  
"He Who Gets Slapped," at the  
World Theatre; and Pola Negri's  
"The Spanish Dancer" at the Star  
Theatre. The programme at the  
Queen's Theatre includes the  
latest Felix comedy, "Felix Buats  
Into Business."

In connexion with the Hongkong  
Reel Club, arrangements have  
been made to hold children's  
classes in Highland dancing, at  
the Helena May Institute, for an  
hour each week, between 5.30 and  
6.30 p.m. for which a qualified  
instructor has been provisionally  
engaged. As will be seen from an  
advertisement elsewhere in this  
issue, the parents of British chil-  
dren who desire that their children  
should attend, are invited to com-  
municate with the concerned.

The topical gazette at the  
Queen's Theatre to-morrow in-  
cludes a dance trip to the  
"Niagara" of the Philippines,  
Helen Willis defeating Betty Nul-  
hall in a tennis championship  
match, and the latest craze of dog  
racing in Mexico. The topical  
gazette at the World Theatre  
presents some thrilling air stunts  
by a German airwoman, a  
Hawaiian volcano in eruption and  
glimpses of the Mississippi coun-  
try after the floods.

Capt. E. I. M. Barrett, who is  
skipping the Shanghai team in  
the forthcoming Interport matches  
on the Hongkong Cricket Club  
ground, arrived in the Colony yes-  
terday on the P. and O. s.s. Mace-  
donia. Mr. Chamier's Cabaret  
Company, who are opening a short  
season at the Star Theatre, were  
also passengers on the same ship.  
Other passengers for Hongkong  
were Mr. and Mrs. F. W. Mase, Mr.  
A. Brook, Baroness Sadöine, Mr.  
Nickol, Mr. G. Johnston, Mr. M.  
Barne and Mr. G. M. Kimmont.

### EXCHANGE RATES.

	London, Nov. 11.
Paris	124.5
New York	4.87 3/16
Brussels	34.94
Geneva	25.25 1/2
Amsterdam	12.07 1/2
Milan	89 1/2
Berlin	20.43
Stockholm	18.10
Copenhagen	18.46
Oslo	18.46
Vienna	34.51
Frankfurt	104.4
Helsingfors	193.4
Madrid	28.62 1/2
Lisbon	2 15/82
Athens	307 1/4
Bucharest	785
Buenos Aires	5 20/33
Bombay	1/1 16/18
Hongkong	2/8 1/2
Yokohama	1/10 1/4
Silver (spot)	26 1/2
Silver (forward)	26 1/2

—British Wireless.

### NATIONAL CONTRASTS.

Civic Pride in Britain and America.

Ask any Englishman what is  
the population of the town in  
which he lives, and it is possible  
that he can tell you. There the  
matter ends, unless inquiry be  
pursued further, in which case it  
will at once become apparent that  
civic interest is not his strong  
point. The same question put to  
many Americans will open the  
flood-gates to a torrent of infor-  
mation and pride that will flow un-  
checked for quite as long as one  
is prepared to listen. Civic pride,  
with its lusty herald, the "town  
booster," is indeed one of the first  
things American to strike the  
foreign eye.

Any American worth his salt  
freely concedes that he belongs to  
the most wonderful country in the  
world. He will not deny that his  
own state is the best in the Union.  
But while the same thing impels  
him to both opinions, all the time  
in his thought he is brooding mis-  
tily over his home town; and when  
discussion, reduced within the  
wide horizon of country and state,  
centres upon the particular place  
of his residence, behold the stage  
is set for serious play.

Reduced to its essentials it is,  
of course, a form of patriotism,  
fervid and untiring—to the holder  
—that is so intense because it is  
so sharply focussed. Essentially,  
too, it is also a decent emotion, a  
cause and an effect of the America  
that has conquered a continent  
so soon, having now only, like the  
rest of us, to conquer herself.

Civic pride takes many forms,  
wears many garments, from  
aggression to quiet confidence,  
from loud-voiced assertiveness to  
generous and impressive loyalty.  
But always it is interesting to the  
foreigner. It was on a train that  
I first became aware of the exist-  
ence of something-or-other springs.

Without any provocation, an  
ordinary-looking man mentioned  
that he came from something-or-  
other springs. So he did. I com-  
mitted the irretrievable error of  
asking its size and situation. He  
began, its present size, evidently,  
was nothing—a mere 2,000 in-  
habitants. But it was growing as  
the parched grass after rain.  
Yes, sir. Already a plan for a  
new water supply had been  
worked out—here a pencil and  
paper came into play—designed to  
meet the needs of the 200,000 in-  
dividuals who would make it their  
home in a few short years. The  
shacks of five years ago had  
already given place to some per-  
manent structures, and even now  
they were considering an eight-  
storey building that was but to be  
the precursor of many bigger and  
better. Yes, sir.

And so the creed was expound-  
ed. But even as my eyes engorged  
and ears grew faint under the  
monotone, I saw that these things  
were true, that these giant strides  
are being made in hundreds of  
towns all over the United States;  
that even if town boasting could

be boring and not always in the  
best of taste, the vigour, the en-  
terprise, and, above all, the  
imagination of men were building  
great cities where only yesterday  
naught but the things of nature  
had stood.

In England we have nothing like  
that. Our growth has been a  
matter of centuries for the most  
part, slow and imperceptible like  
the trees of the forest. We live  
in our towns and love them, but  
with a serenity—our enemies call  
it laziness—that will not let us  
disturb ourselves, far less others.  
Few of us care what the popula-  
tion will be ten years hence, even  
if we know what it is now; almost,  
in some cases, we prefer to stay  
as we are. One never knows what  
the new people may be like!

Of the restless desire to gather  
more and more into the fold there  
is no sign; we have no billboards,  
either of welcome or valediction,  
nor do we advertise our neigh-  
bourliness, if only because we are  
not greatly a neighbourly race.  
Nor does it worry us that others  
may not know what they are miss-  
ing. Perhaps they do know—and  
stay away. In England, too, we  
are sufficiently disloyal to plead  
guilt, even to join in the accusa-  
tion, when some charge is levelled  
against our home. The fogs of  
London, the damp gloom of Man-  
chester, the icy winds of Edin-  
burgh, all these are often heartily  
deplored by the inhabitants them-  
selves.

But in America, those who experi-  
ence tornadoes talk airily about  
"high winds," and blistering heat  
is dismissed coolly enough as  
"pretty warm." Still, if the alien  
smiles, it is a sympathetic smile,  
for loyalty of any kind is ever  
refreshing. In England we elect  
a municipal council by the simple  
process of neglecting to vote  
(somebody votes, of course), and  
then, forgetting all about those  
elected, we leave them to get on  
with the work. Here in the  
smaller towns every man is a  
potential mayor, fiercely critical  
of the way in which the affairs  
of his precious town are adminis-  
tered, and not averse to explaining  
how it should be done. We can  
both learn; America can spare  
some of the zeal that we might  
well use.

I have made no mention of real  
estate—here the subject of  
friendly interest and activity, in  
England still the business of the  
fortunate or the unfortunate few.  
I can conceive that it might add  
a little to the warmth of a desire  
to see a town larger and more  
prosperous. Why not? En-  
lightened self-interest has yet to  
be displaced as a reasonable rule  
of daily existence for communi-  
ties. But I like to think, as I do  
think, that something more tender  
lies behind the expression of  
American civic activity.

T. C.

### DIPLOMATIC CHANGES.

NEW MINISTERS TO STOCK-  
HOLM AND WARSAW.

London, Nov. 11.  
H. M. the King has approved of  
the following appointments in the  
Diplomatic Service:  
Sir Tudor Vaughan (Envoy Ex-  
traordinary and Minister Plenipo-  
tentiary at Riga, Reval and Kovno)  
to be Envoy Extraordinary and  
Minister Plenipotentiary at Stock-  
holm.  
Sir William Erskine (Envoy Ex-  
traordinary and Minister Plenipo-  
tentiary at Sofia) to be Envoy Ex-  
traordinary and Minister Plenipo-  
tentiary at Warsaw.—British  
Wireless.

### SOVIET SEEKS U.S. LOAN.

G.\$100,000,000 WANTED.  
New York, Nov. 11.  
According to the New York  
Times, it is reliably reported in  
Wall Street that Soviet representa-  
tives recently approached Ameri-  
can bankers with a view to raising  
a loan of G.\$100,000,000, on 60-  
year 3½ per cent. bonds.—  
Reuter's American Service.

### AEROPLANE SPEED RECORD?

AMERICAN CLAIM TO 322  
MILES AN HOUR.

Mitchell Field, N.Y., Nov. 6.  
An unofficial world's speed record  
of 322.5 miles an hour for land  
air-planes was claimed to-day by  
Lieut. Alford J. Williams of the

### FRUITLESS VIGIL.

ATTEMPTS TO RECEIVE HOME  
BROADCASTING.

At the moment of writing there  
is no news that any local amateur  
succeeded in receiving the Ameri-  
cance Day concert from the Albert  
Hall which was last night broad-  
cast to the Empire. A Telegraph  
reporter who, through the courtesy  
of Mr. F. E. Filmer, of the  
Economic Trading Company,  
listened in on the same set which  
received the Chelmsford station a  
week ago, reports a negative  
result.

Attempts to tune in the station  
were made unceasingly from 3.30  
to 6 a.m. to-day but during the  
whole of that time there was no  
trace of the concert. Consider-  
ing the possibility that the wave-  
length of the station had been  
changed at the last moment it was  
tried to tune in the station on all  
waves; but this also proved fruit-  
less. The set in use was the one  
which received almost the entire  
programme from the Chelmsford  
station last Saturday, and since  
then no alterations of any kind  
have been made.

The concert was due to start at  
eight o'clock in London, corre-  
sponding with four a.m. Hongkong  
time, but despite the most careful  
tuning of a set known to have  
received the station previously, no  
whisper from Chelmsford was  
heard.

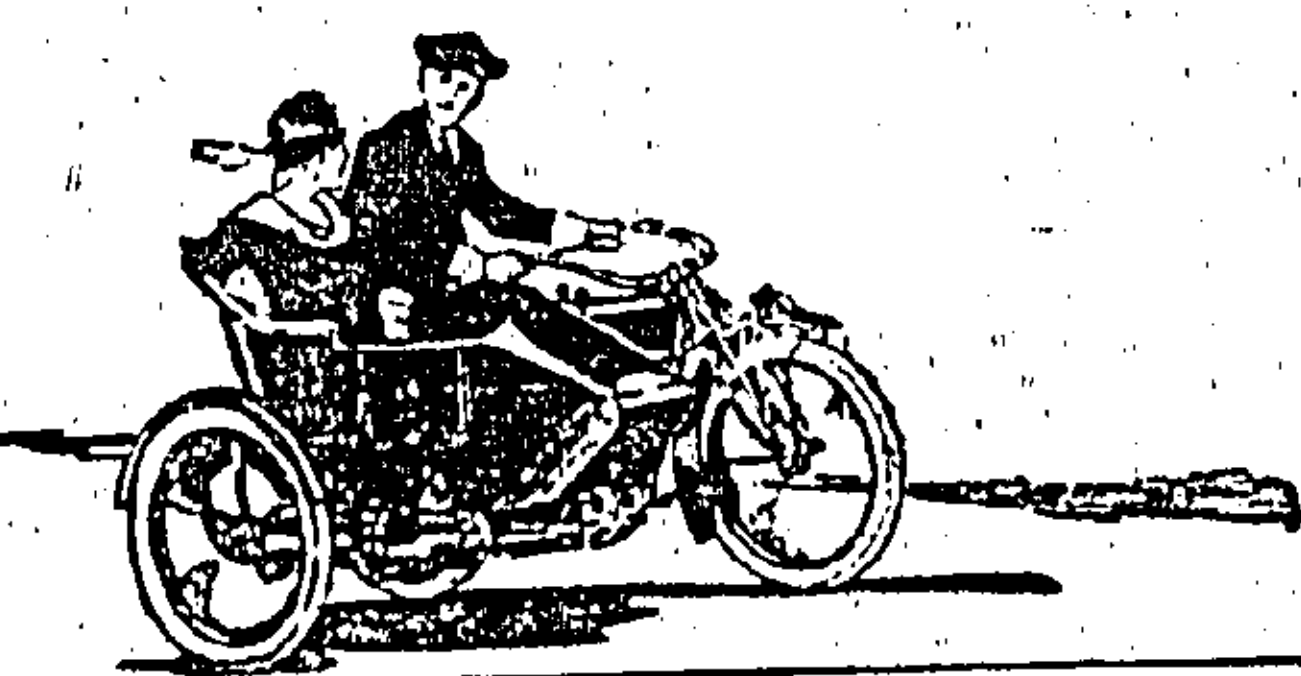
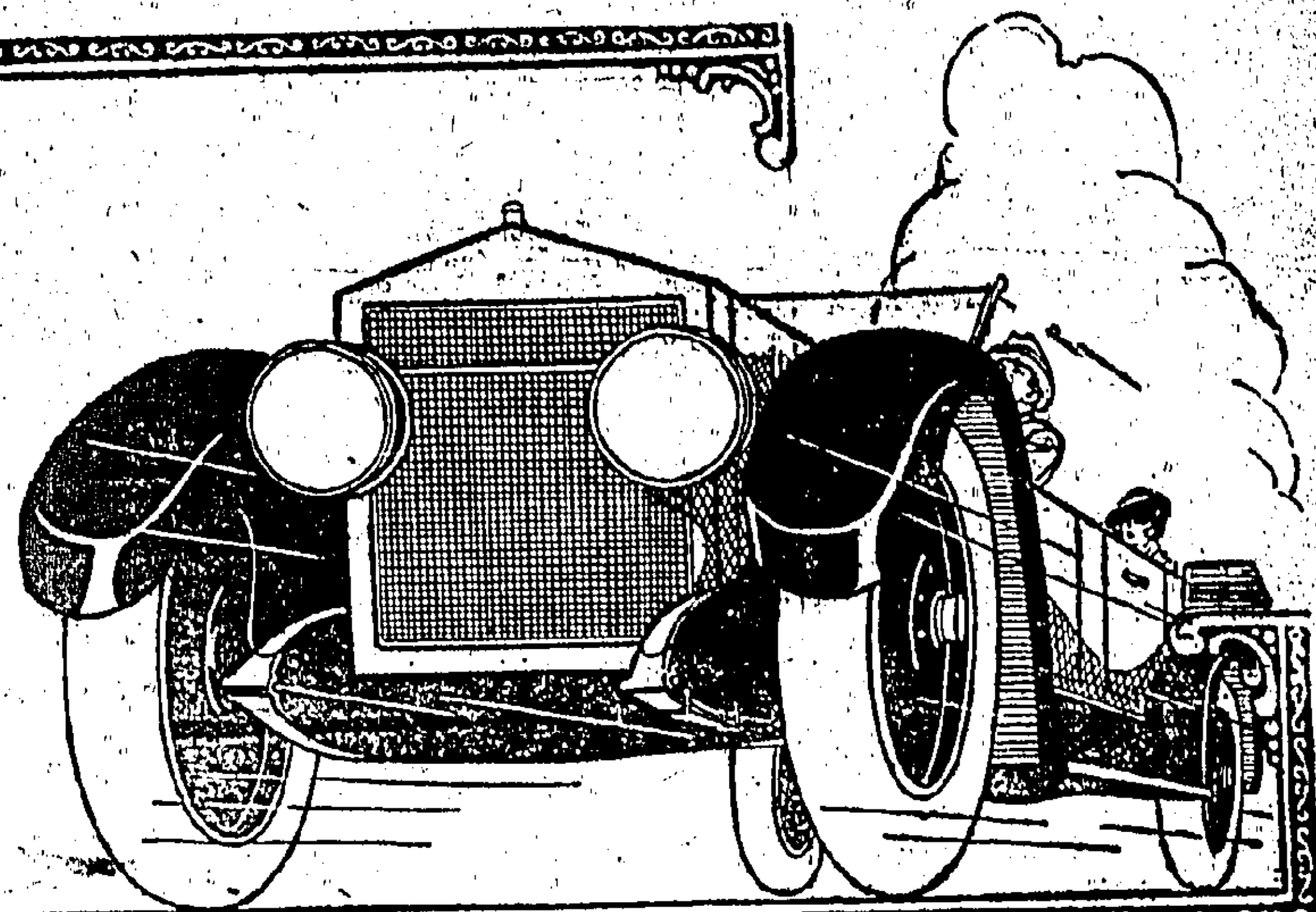
In the interests of wireless pro-  
gress local listeners are asked to  
make known the results of their  
attempts to receive Chelmsford in  
the early hours of to-day.

The speed was attained  
during a test flight here.  
The official record of 273 miles  
an hour was made in France in  
1925.



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 12th NOVEMBER, 1927.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT



### Olympia.

The great motor show which is held at Olympia, Kensington, every year, has again attracted thousands of visitors, and what is more important, assured the British motoring industry of prosperity during the coming year, so gratifying has been the volume of orders placed with various manufacturers. Apart from the business gained by British firms, the bookings of well-known foreign cars have been heavy, and the majority of exhibitors have expressed themselves as more than satisfied with results. It is when we see orders running into millions of pounds placed for motor cars, that the predictive slogan of a few years ago "Motoring for the Million" appears to be realised. There is no doubt that motoring has been brought within the reach of the masses, especially in Europe, the United States and other large countries, where there are facilities for purchasing a motor vehicle for an outlay to suit every pocket. To a certain extent this is true of Hongkong, the only hindrance being the difficulty in connexion with garaging. At home it is possible to erect an inexpensive building adjacent to the majority of houses, but the solution is by no means as easy here. This matter is one which needs immediate investigation, because there are many people who would purchase a car if they could be assured of economical and easily accessible garaging accommodation. We have excellent roads, and every encouragement should be given to local residents to become motorists, thereby swelling the revenue from licences, and assisting the local development of what is probably the world's greatest industry.

### Motor Stands.

The authorised parking space for cars in Connaught Road Central, is not altogether desirable for several reasons. There is the danger of leaving vehicles within a few feet of the sea wall, a danger which is periodically emphasised when cars fall into the harbour. Then there is the risk of damage resulting from the removal of cargo, either to or from junks, the coolies not caring whether their swinging loads scrapes the enamel of an unattended vehicle. The entrances to wharves are liable to be obstructed by stationary cars, which is in itself a nuisance. It therefore appears that cars should either park on the land side, or along the centre of the roadway, there being ample width for the adoption of the latter suggestion. Some side streets communicating between Queen's Road and Des Voeux Road are also suitable for parking purposes, although in some cases, it would be necessary to first remove some of the hawkers' stands.

### New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:

Dr. J. W. Anderson.  
J. W. Alabaster.  
W. J. Anderson.  
Dr. A. Cannon.  
Capt. A. W. Davison.  
Dr. J. Durran.  
H. F. Lay.

### Ownership and Liability.

This interesting subject was dealt with recently in the *Autocar*, as a result of an alleged statement by an insurance official to the effect that an owner of a car is liable for accidents caused by the negligent driving of the car, being driven at any time, with the owner's consent, by any friend or relation. The article goes on to state that this is not so, and that the law of negligence is part of the common law of the land, applying to motorists in the same

manner as to other people. The owner of a car is responsible for his own negligence, and for that of his employees or persons acting on his behalf, but he cannot be held responsible for the negligence of anybody else, excepting in special circumstances.

### Exceptional Circumstances.

These circumstances arise when the owner is travelling in the car himself at the time of the accident, when, being in actual possession of his own property, he is considered to have retained the right to control the manner in which the car shall be driven. It is his duty therefore, to see that his car is not driven dangerously, for should an accident occur, he may be held to be responsible. It will thus be seen that ownership has actually very little bearing on the question of responsibility for accidents. If this were not so, the effect would be far reaching indeed. Take for example firms who supply motor vehicles on the hire-purchase system. It is recognised that they retain legal ownership until the car is paid for, but that fact cannot make them responsible for the prospective owner's accidents.

### Other Aspects.

While it naturally follows that a motorist is responsible for his own errors of judgment or carelessness, and in certain cases for those of his chauffeur, it would be decidedly unfair for an owner to be considered liable for happenings over which he had no control. A local resident going on leave might loan his vehicle to a friend during his absence, but if that friend met with a serious mishap, the owner could not possibly be associated with liability. Similarly, a car might be sent to a garage for overhaul, and one of the employees of that garage might be involved in an accident whilst testing the car. Obviously, the owner could not be blamed.

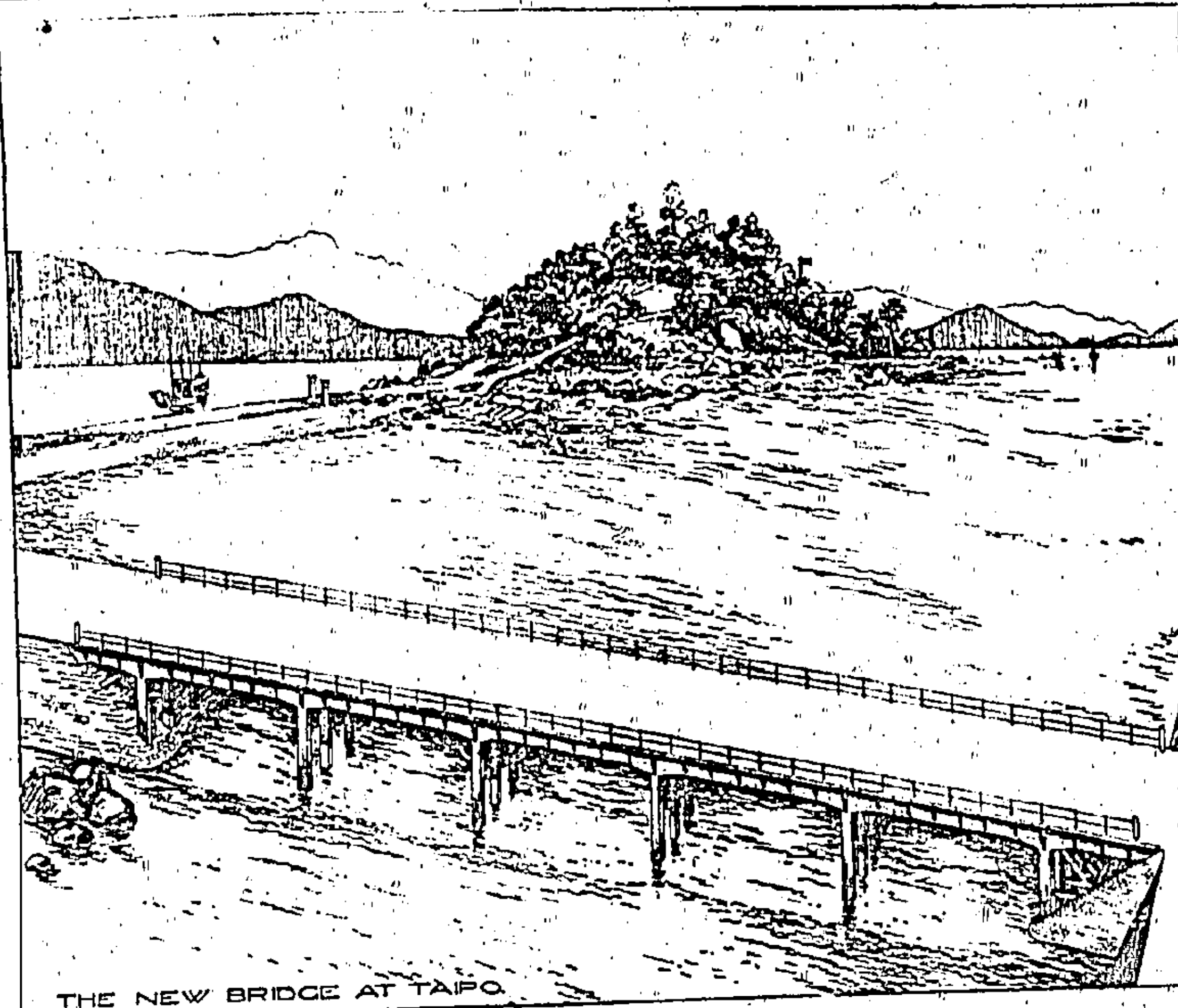
### Hire-Purchase.

Having mentioned the hire-purchase system, it is perhaps opportune to state that most of the local agents have adopted the system, and it is possible to purchase several makes of cars in Hongkong on the time payment basis. Formerly the system was not favoured here, but during the last year it has become generally popular.

### Noisy Exhausts.

We have to draw attention to a number of noisy motor vehicles that are frequently to be heard ascending Garden Road and other hills. A regulation states that "No cut-out shall be fitted to any motor vehicle" which implies that such devices are prohibited. We understand that the Police have sent out a number of notices to various owners requesting that the matter be given attention, and pointing out the nuisance created. We must admit that very few cars cause the annoyance, the chief offenders being motor cyclists. Last Sunday morning, two cyclists speeded along Garden Road, and the noise from the engines resembled machine-gun explosions. Such a disturbance in the vicinity of St. John's Cathedral is most distracting, and if the people who cause it are so utterly thoughtless, it is time the Police took action against them.

## NEW TERRITORIES CIRCUIT AGAIN POSSIBLE.



THE NEW BRIDGE AT TAIPO.  
On Thursday last, the new bridge at Tai-po was opened to traffic, thus making it possible for motorists to again take the popular circular tour around the New Territories. The above drawing conveys an excellent idea of the improvement effected.

### MARINE ENGINES.

#### A New Induction Pipe.

A new method of fixing the induction piping has been designed by the Alisa Craig Motor Co., Ltd., of Chiswick, London, for the 1927 model of their well-known 10-16 h.p. 4-cylinder Alisa Craig Marine motor. The pipe is located at the entrance to the induction passage on the cylinder head by a central stud which provides a pivot adjustment. By this means the Zenith carburettor may be set level irrespective of the angle of the engine when installed in the boat. The Kid engine, is so far as is known, the only Marine unit fitted with such a refinement. Certainly nothing simpler could be imagined, but behind it there lies an experience in the construction of marine motor engines of over 40 years, while it also typifies the care and attention which the Company pay to details in order to ensure the utmost reliability and handiness to the operator.

### A. U.S. "NUTTY" SCHEME.

#### Method of Checking Parking Time.

#### POLICEMAN'S PEANUT.

Enter the peanut as a policeman's accessory. Police in Washington (U.S.A.) carry large pocketsful of them, and use them to check the times cars are parked.

The innocent peanut is placed under a front or rear tyre of parked cars, and if it is still unscathed when the policeman returns at the expiration of the parking limit, the motorist gets a summons for his kindness in not having crushed the nut to death.

If there is a spot of peanut butter on the roadway, honours are even; but if there is neither peanut nor butter, the inference is that the motorist has seen the trick before.

### ACROSS INDIA BY CAR.

#### Chevrolet Trip.

A 26-day trip of 2,708 miles across India in a Chevrolet touring car eight years old—a model of 1919—is the remarkable record made by Mr. B. H. Ford, Assistant Secretary of the Cantonment Board, Quetta, Baluchistan, India.

Mr. Ford said that despite the wear which the Chevrolet had been subjected to during five years of driving, after buying the car secondhand in 1921, it stood up wonderfully without one trace of engine trouble throughout this gruelling trip. The road was little more than a trail, with numerous rivers to be crossed. Only through the assistance of natives and their water buffalo was Mr. Ford able to cross some of these streams—but the car stood up wonderfully through it all. At the end of the trip the car needed only a few minor repairs. The car was an object of wonder to the natives throughout its long journey, and its wonderful stamina, as shown on the journey is a great tribute to its builders.

### G.M.C. TRUCK SCORES.

#### Cross-country Record.

With "Cannon Ball" Baker, the famous automobile record breaker, at the wheel, a six cylinder Buick-engined General Motors Two Ton Truck established a record for the run from the Atlantic to the Pacific. The truck made the run in 5 days, 17 hours and 36 minutes, elapsed time, making an average of 26.83 miles per hour for the trip. Never before has a cross-continent speed run been attempted by a truck. En route the truck set many speed marks which were considered exceptional. No mechanical trouble was encountered and the truck reached San Francisco without changing a tyre. The total mileage of the trip was 3,412 miles. "Cannon Ball" Baker feels that the era of high speed trucks is at hand, that loads will be moved more quickly and more consistently and that the truck will no longer be a factor in slowing up traffic on the country road or the city street.

## THIS MUST BE FAME.

I am a most popular fellow,  
I'm really surprised at my fame,  
Though far in the score and the yellow  
And quite undistinguished of name.  
Some hundreds of people must know me,  
They write me such charming, sweet notes  
And eagerly offer to show me  
The way that a motor should mote.

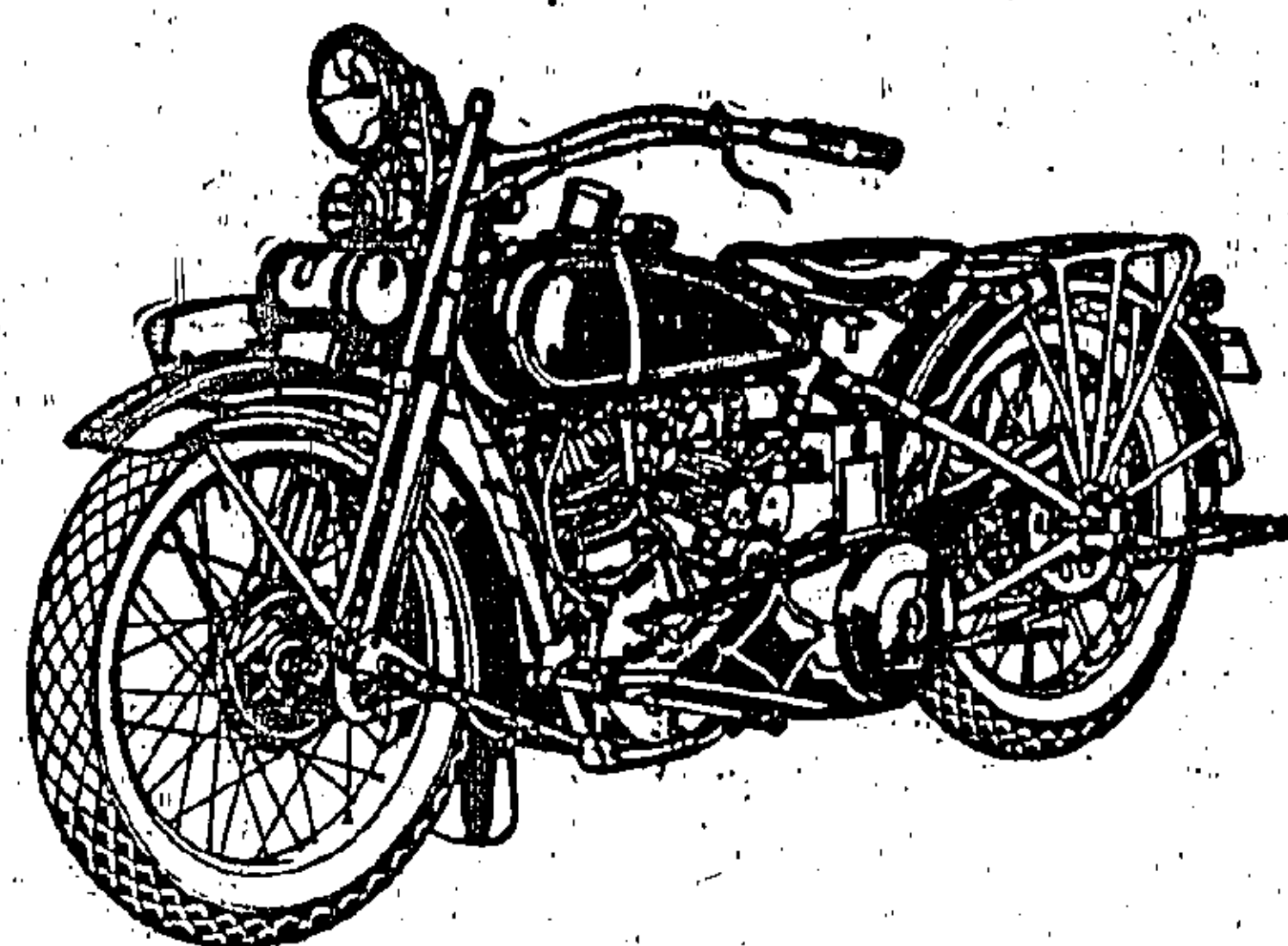
Full-burdened with mail and despatch,  
The postman, each morning, I see,  
And know that some more correspondence  
A ton of it—has come for me.  
Each letter I find more delightful,  
And thrill that each writer, with thought,  
Would save me from dangers most frightful  
At a cost of—well, "practically, nought."

Some offer to save pounds for shillings,  
By cutting my petrol bill down,  
And some, too, protest they are willing  
To save me collisions in town.  
By fitting stout bumpers. While others,  
Who must know I cannot bear smoke,  
Would show me the way a fire smotherers.  
Oh! I'm sure I'm a popular bloke.

I am warned against all kinds of errors  
In choosing my extras and such.  
And told antidotes for all terrors  
From punctures to slips in the clutch.  
I imagine I know every gadget  
From tyre paint to paste that will grind,  
And I'm urged to beg, borrow or cudge it;  
For comfort and sure peace of mind.

I now comprehend (no one better),  
The uses of blarney and blab.  
For nobody wrote me a letter  
Until I had purchased a car.  
LAURENCE L. REITH.

## 1928 HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE  
—CONTROLLED MECHANICAL  
OILER AND AIR-CLEANER

are prominent advancements.

SPECIAL SPORT SOLOS ARE LEADERS  
ARE NOW IN STOCK.

BOOK YOUR MOUNT NOW.

### THE GASCON MOTOR CO.,

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Take Bus Route No. 7. (Passes Door).

When You Say—  
"Give Me A Cheap Oil"  
You Invite—  
Metal-Melting Heat!

What is the hottest thing on wheels? Your automobile engine. Combustion-chamber temperatures from 2,000° to 3,000°F.

Leave out oil and the friction of 8,000 or more piston strokes per minute would cause the pistons to stick to the cylinder walls in no time.

If you could compare ordinary oils and specialized oil under these heat and friction conditions, you would never again say, "Give me a cheap oil." Never!

You would never again buy an oil because it was cheap. You would resolve to get out of your way, if necessary, to get specialized LUBRICATING oil.

You would ask for the oil which is used by the greatest number of automobile engineers. That oil is Mobiloil.

You would use the only oil that is approved by 182 automobile manufacturers. That oil is Mobiloil.

You would insist on the oil which is cheapest to USE because it is backed by the most specialized experience in LUBRICATION. That oil is Mobiloil.



Mobiloil

Makes the short your guide

## VACUUM OIL CO.



## MOTOR INDUSTRY.

## To Go at Top Speed for 1928.

## SOME NEW MODELS.

Detroit Oct. 1. The automobile industry is all set to go—in fact it has already started, and every indication points to greatly increased activities. All the larger plants are stepping up production as new models are being announced, employment figures in the Detroit district are showing a steady upward trend of several thousand each week, and parts and accessories manufacturers are at near capacity activities in an effort to supply the urgent demands for new equipment.

Dealers, too, are ready and anxious to go, and are determined to make up for inactivities of the past several months when sales fell below normal. New merchandise will undoubtedly stimulate sales. The change-over period has passed and the industry is now about to proceed at top speed.

Employment offices have been working overtime in their booking of skilled mechanics, and during the last week a total of 4,889 added to the rolls in Detroit alone. This brought the total close to the 200,000 mark. One year ago, however, the total employed was 229,841, but this gap will be closed within a month, and last year's figures greatly exceeded.

**New Buick Line.** Buick is out with its new line for 1928, consisting of no less than sixteen different styles—twelve closed and four open de luxe cars. They are in three series of 115, 120 and 128-inch wheel bases. A five-passenger town brougham in the 120-inch series is a new addition to the line. Prices are unchanged.

Only slight changes have been made in the lines of the cars, but there are new fenders, headlights, and a new type of steering wheel. Bodies are somewhat lower, with a variety of colours from which to choose.

Hudson has started the shipment of its new line of cars the six on a 118-inch wheel base.

There are two body types, which gives the company an intermediate line between its Essex and Hudson super-sixes.

Three new cars are announced by Studebaker. They will be known as the Commander, the Dictator and the Erskine six sports roadster. Following the Studebaker established policy, the cars are fully equipped with all necessities and many luxuries. The new sports roadster is equipped with wire wheels.

**New Dodge Models.** Initial production of the new Dodge line of four cylinder cars embraces three body types—a sedan, cabriolet roadster and coupe. The sedan is the only model available for immediate delivery, but the roadster and coupe will soon be in the dealers' hands. As a notable addition to its recently announced line of six and eight, Dodge announces the five-passenger Moon "66" custom built four-door sedan.

Chandler-Cleveland has announced its new 1928 line, made up of twenty-five body types on two chassis lengths. At the same time price reductions ranging from \$100 to \$200 are effective. Additions to the line are the six five-passenger sedan, a special six coupe, and a five-passenger sportster.

**Trucks Booming.** The truck division of the automotive industry is booming along at a pace that bids fair to go over the production top to a greater extent than was anticipated during the early months of the year. New trucks are being added by all the leading manufacturers, and the demand is showing a steady increase, especially for heavy service.

Reports being received from all sections of the country are to the effect that the used car industry is improving. This condition follows in a wake of new car buying where a trade-in is involved. The call for open cars continues to decrease, while a steady increase for closed models is reported. Turnover of good used cars is rapid and dealers are satisfied with a low margin of profit with a result that their stock at present is satisfactorily low. They are anticipating congestion in their used car department however, that will start with the increased buying of the new 1928 line.

## BRITAIN BUILDING WONDER CAR.

250 Miles Per Hour Expected.

## TO RACE IN THE UNITED STATES.

In the air, on sea and land the mechanical genius of man is overcoming the obstacles of time and distance. Now comes the news of a new wonder car which it is hoped will reach a speed of 250 miles per hour.

This is estimated to be 30 miles an hour faster than the speed of a crack racer being built in the United States. When completed, the two cars will meet in America to battle for supremacy.

London, Oct. 16.

M. Coatalen, the designer of Major Segrave's record-holding thousand horse-power car has completed plans for the construction of a Sunbeam with two engines, probably of 600 horse-power each.

The car will be capable of doing 250 miles an hour, eclipsing by 30 miles the estimated speed of the crack American car, which will be ready in December, and which will be challenged in the United States by Lee Guinness, a foremost speedster.

In order to reduce the wind resistance, the lines of the Schneider Cup winning plane have been closely studied, and all parts of the car, including the springs, brakes, and wheels, will be enclosed in a pear-shaped body. A steam-cooling system will replace the radiator. The synchronised engines will be side by side in the front of the chassis.

Propeller shaft transmission has been substituted for chains.

The front axle will be extraordinarily long, placing the wheels as far apart as possible, says the *Daily News*. The back axle will be very short, bringing the driving wheels close together.

**American Rival.** The American machine, a Stutz, has a power unit of, roughly, 300 horse-power. This type has done 178 miles an hour on a bank track.

The body is being scientifically built in a Government laboratory. There is no radiator, and the car will be shaped like a raindrop, with a bulbous front and a pointed rear, which is the most perfect know shape to counteract wind resistance.

**MOTOR BOATING.** Ailsa Craig Exhibited.

**NEW 7-12 H.P. MODEL.**

Motor Boating to-day offers many attractions, and thanks to the skill of the engineer and hull builders, it has been brought within the scope of a comparatively wide public. Boats are now simple to understand, easy to handle and can be enjoyed to the full without the necessity of possessing highly technical knowledge. It is possible too, to obtain a very efficient boat at moderate cost; in fact the initial expense may be said to be largely governed by the individual taste of the purchaser, as British manufacturers to-day cater for all pockets.

In addition to the development of pleasure craft, however, motor boats have a wide sphere of utility on the commercial side also. Thus, it is not surprising that very considerable public interest was displayed in the motor-boat section of the recent Shipping, Engineering & Machinery Exhibition held in London, particularly as it coincides with a rapid crowded state of the roads of Great Britain at the present time.

**Forty Years' Experience.**

The new 7-12 h.p. 4-cylinder Ailsa Craig engines shown for the first time will undoubtedly prove attractive to many prospective marine motorists. They have a choice of two models of this type, one fitted with direct drive for lighter boats and the other with reduction gear. The little "Silent-Seven," as the newcomer is called, has the distinction of being the smallest British built four-cylinder marine motor and is particularly neat and compact. Like other engines in the Ailsa Craig range, which includes units from 4 h.p. to 100 h.p., it can be arranged to run on paraffin fuel by means of the Ailsa Craig paraffin Vaporiser which was specially developed for the Admiralty during the war.

The new 1927 10-16 h.p. model of the well known "Kid" came in for a considerable amount of attention in view of its advanced features. It is fitted with a three bearing crankshaft, ball-bearing water pump and adjustable inlet pipe by which the carburettor can be set at an angle to suit the inclination of the engine in the boat.

Of the larger engines shown by this firm, a 40-60 h.p. model is interesting by reason of its low weight. This engine has an output of 40 h.p. when running at 800 r.p.m. and yet the weight of the entire unit is 12 cwt. The hand starting gear is of the adjustable chain-driven type and is conveniently arranged at the top of the engine so that it can be worked from either the forward or after end of the set.

In contrast to this model, at the other end of the scale was an example of the sturdy little 4-6 h.p. Ailsa Craig "Pup" petrol motor, which works on the two-stroke principle.

## START FREIGHT SURVEY.

The most intensive freight rate research ever undertaken by the automobile industry has been announced at a meeting of traffic managers of the U.S. National Automobile Chamber of Commerce.

## ACCIDENT CAUSES.

## Few Motorists Responsible.

Traffic accidents have increased at a high rate in the last ten years, yet only five per cent. of the motorists of America are responsible for them.

Such is the surprising revelation made to members of the National Safety Council at its sixteen annual safety congress at Chicago.

Mr. Charles E. Hill, vice president of the organization, brought out the point that there was an increase of 283 per cent. in deaths from auto accidents in the ten years from 1917 to 1926. The fatalities in 1927 were 6,000. Last year, he says, there were 23,000.

"In other words," he points out, "during 1926 there were more people killed through automobile accidents than were killed at grade crossings during the entire ten-year period."

Yet blame for most of these accidents may be placed on the shoulders of only five per cent. of the motoring public, he adds.

"About 95 per cent. of the motorists of this country are reasonably safe," Mr. Hill believes. "The remaining five per cent. however, represents a large army of more than a million reckless and incompetent drivers flitting about the country without any regard for the safety of themselves or their fellow-men."

"They include drivers who are deaf, blind, of immature age, in feeble condition due to old age, those who are intoxicated and then those who are analogous to the farmer's mule."

Mr. Hill contrasts the qualifications required of a motorist and those of a locomotive engineer, to show how dangerous motoring is today in the hands of unpracticed drivers.

"The immediate remedy," he thinks, "lies in a constructive campaign of education."

## MORE RUBBER.

## Bud Grafting Helps.

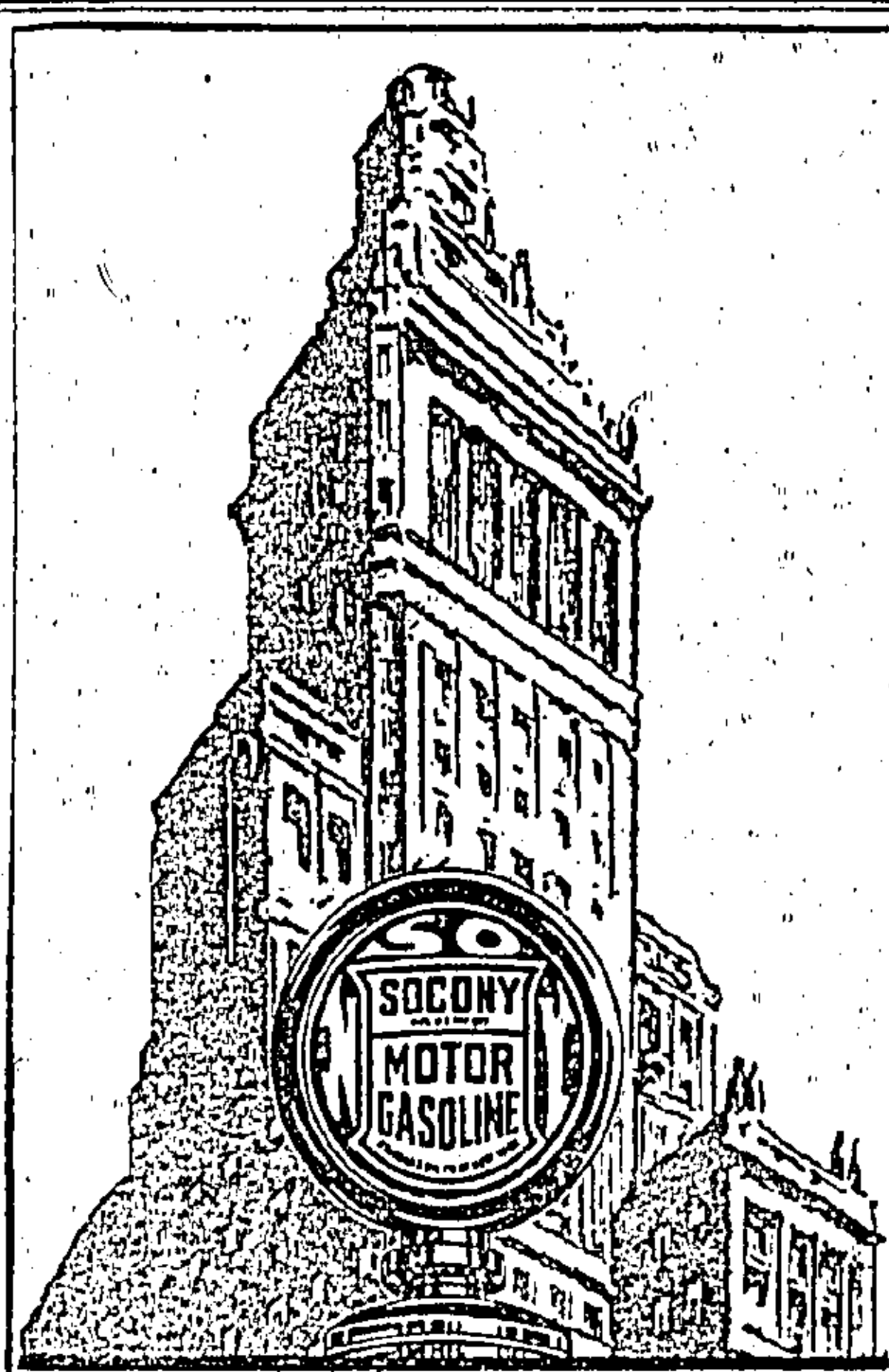
## INCREASING YIELD.

Dutch scientists in the East Indies have developed a system of bud grafting, by which the yield of a rubber tree may be increased fourfold.

The grafting is based on the fact Luther Burbank proved that the characteristics of the mother-tree are grafted on to others.

Experiments have shown that trees which normally yield 3 or 4 lb. a year can be made to produce 70 lb. The average yield per acre has been increased from 320 lb. to 800 to 5,000 lb.

This should mean a big increase in the world supply of rubber, and may break the price set by British planters.



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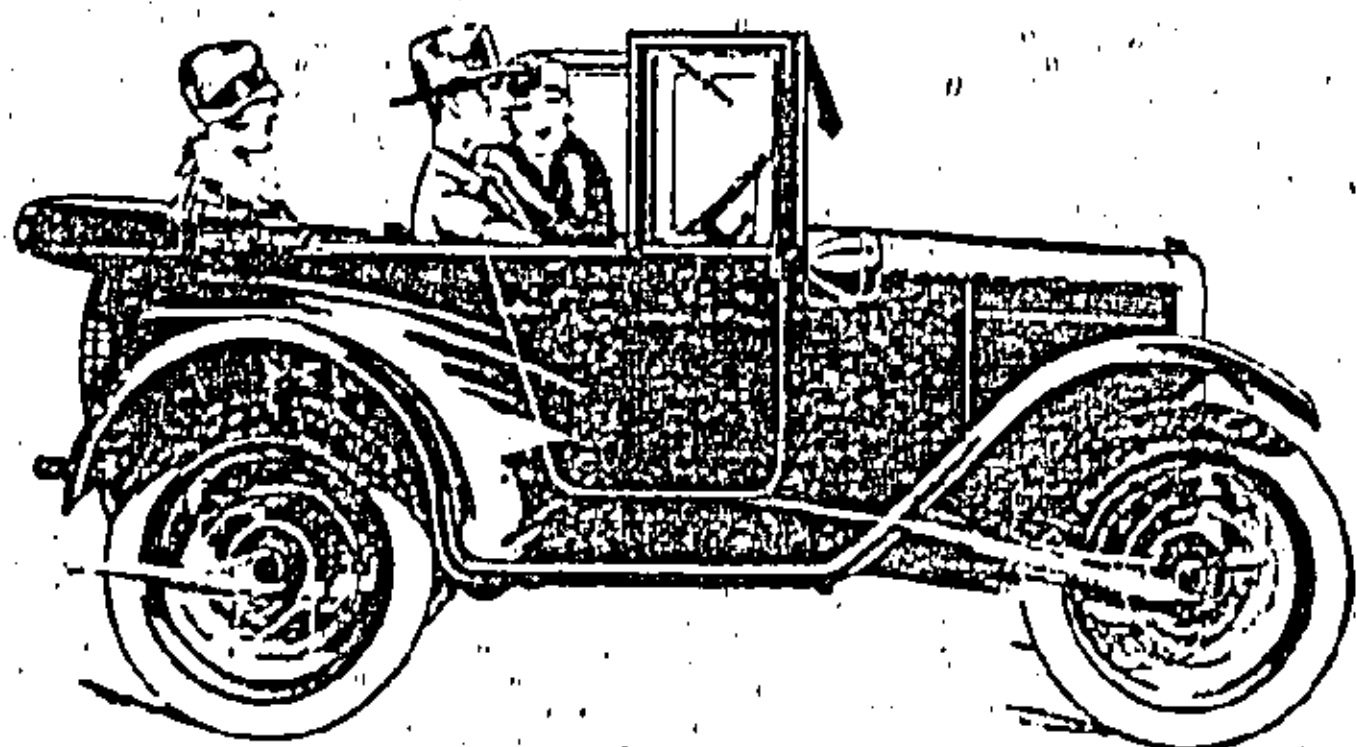
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BEST RESULTS.

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## Small Car in the World!



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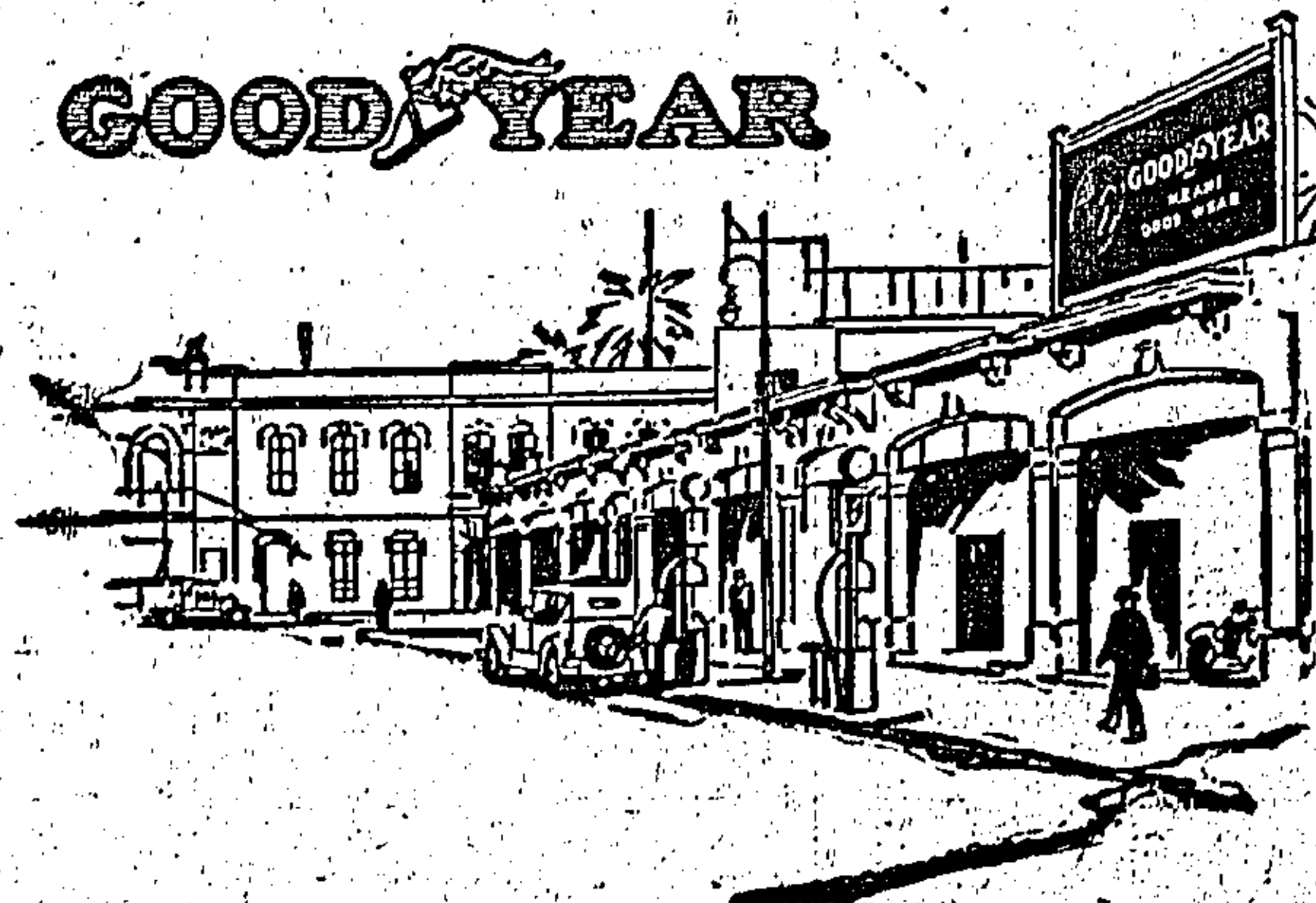
WE HAVE THEM IN GOOD CONDITION AND OF ALL MAKES AND SIZES AT REAL BARGAIN PRICES

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### TEACH WOMEN DRIVERS.

The Newark, N. J. safety council has provided a free course in automobile driving for women. The lessons are given once a week for five weeks, followed by a road test preliminary to a state road test for licenses.

## 1928 CYCLES HAVE ARRIVED!

It will pay you to buy now.

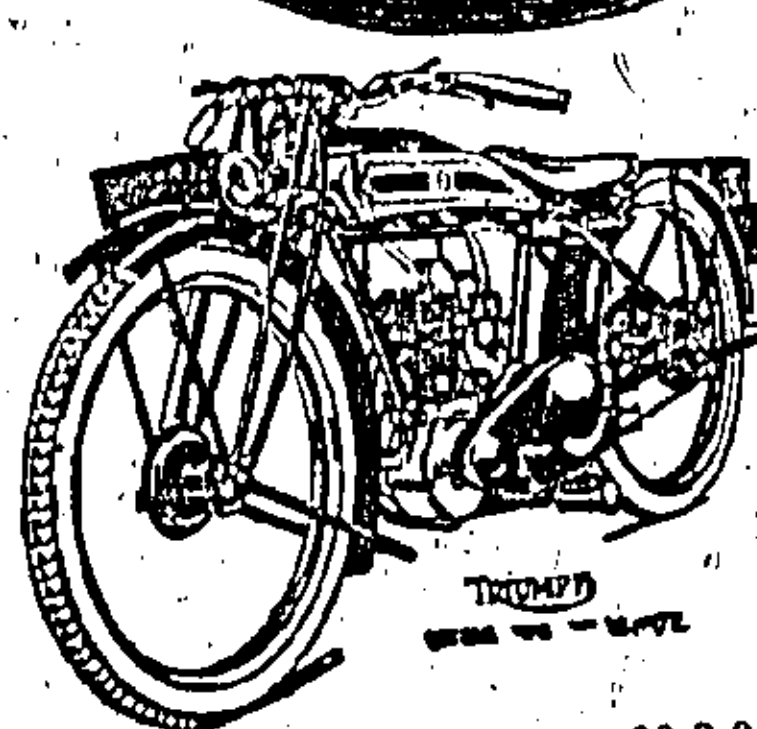
FRANCIS BARNETT

Model 4 ..... £36.10.0.  
Model 5 ..... 39. 0.0.  
Model 9 ..... 45. 0.0.

A.J.S.

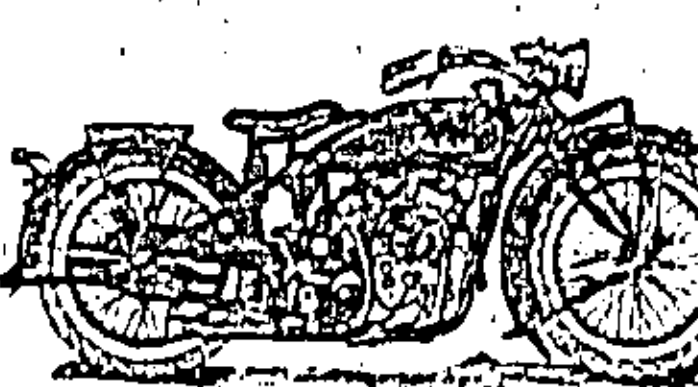
Model H1 ..... 1116.10.0.  
Model H3 ..... 65. 0.0.  
Model H5 ..... 61.10.0.  
Model H6 ..... 66. 0.0.  
Model H8 ..... 73. 0.0.

### TRIUMPH



N. De Luxe ..... 60.0.0.  
TT ..... 83.0.0.  
SD ..... 72.0.0.

### INDIAN



Indian Prince ..... G. \$245  
Indian Scout ..... 300  
Indian Chief ..... 380  
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### DOUGLAS

Douglas EW. .... £59.0.0.

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### OLYMPIA MOTOR SHOW.

Principal Features Reviewed.

LUXURY—COMFORT—COLOUR.

London, Oct. 14. Olympia opened its doors to-day for the 21st International Motor Exhibition, organised by the Society of Motor Manufacturers and Traders, and there are presented for the delectation of the general public the fruits of the past year's activities in the motor factories of the world.

The dominant note at this year's Show is that of consolidation. Remarkable as has been the progress of the motoring industry since its inception, it is beyond its genius to produce each year something revolutionary in the way of design. Those who visit Olympia this year in the desire to be thrilled by epoch-making departures will accordingly be disappointed, for there is nothing in the way of a first-class sensation. What the discerning visitor will see is evidence on every hand of an important advance towards the ideal of safer, easier, and cheaper motoring.

#### Principal Features.

To take first the point of cheaper motoring, it cannot be said that this year's Show reveals anything in the way of sensational reductions in price. Here and there substantial enough cuts are to be noted, but they are the natural result of improved manufacturing methods rather than the outcome of cut-throat competition. These reductions are mainly to be found in the lowest priced cars produced in large quantities. As if to level matters up, some makers have actually increased the price of their models, not because they cannot afford to sell them at the former price, but because they have incorporated valuable improvements which they know the discerning purchaser is willing to pay a bit more for. It is gratifying to find, however, that in each case where price reductions have been made there has been no sacrifice of existing fittings or any lowering of the efficiency standard. On the contrary, the general trend of policy is to give to the purchaser of mass produced cars something more in the way of extra comfort and efficiency for less cost.

#### Comfort and Colour.

Under the heading of greater comfort must also be placed larger and roomier bodies, better all-weather equipment in the case of touring cars, and more adequately ventilated and quieter saloon bodies. In this connection the great development of the fabric body must be noted. Almost every maker is marketing at least one example of a fabric body, either with a flexible frame of the Weymann type or a rigid frame insulated from the chassis. Fabric bodies are available this year in a great variety of pleasing designs and colours.

Metal-panelled bodies have been considerably improved, both for open and closed cars, and cellulose finish is now almost universally adopted. During the past twelve months the peculiarities of this type of hard-wear finish have been carefully investigated, and the troubles that were associated with it in the early days have been overcome by eliminating sharp curves in the body panels, where the quick drying cellulose was liable to form a bridge which eventually cracked.

Brighter colour schemes are much in evidence this year, and manufacturers have adopted to an increasing extent attractive two-tone colours. The bugbear of cleaning bright nickel parts is lessened on some makes of cars by the adoption of new rustless and tarnish-resisting metals and alloys which have been in course of testing and improving since last Show.

Among other details which have to do with easier, more comfortable, and more esthetic motoring may be mentioned the tendency towards higher bonnets and radiators and towards carrying the body downwards outside the chassis frame to within a short distance of the running-boards. Single-pane wind-screens, more efficient screen-wipers, the provision of sun-visor or roof extensions above the screen, are a few of the additional items which make motoring easier, safer, and more comfortable.

#### Safer Motoring.

Then there is the most important point of all, that of safer motoring. While increased safety on the road must in the last resort depend on the driver himself, the manufacturer is certainly doing his share to promote that ideal. His efforts in that direction are not always apparent in a superficial examination of the car, but close technical scrutiny reveals

more efficient braking systems, thoroughly reliable steering apparatus, and generally a greater tendency than ever to make the car fool-proof. Medium-pressure tyres of high efficiency and the more widespread adoption of unsplinterable glass as standard equipment are two outward and visible indications of the concern of the maker to make cars safer than ever.

The car of 1928, as exhibited at Olympia, is not only easier, safer and more comfortable to drive, but more economical, both as regards time and money, to maintain. There are many indications of the efforts of makers to secure reduced consumption of fuel, oil, and tyres without sacrifice of performance. There are now comparatively few modern British cars that have not a really good hot-spot device in their induction lay-outs, and there is a steady increase in the use of the exhaust gases instead of the cooling water to secure this hot spot.

Economising of oil is receiving much attention, and extensive oil filtration, or, as it is sometimes called, rectification, is steadily gaining ground. The principal desideratum in an oil rectifier is that the oil shall be filtered outside the engine proper which automatically ensures that to some extent it shall be cooled at the same time. Economy in the time required to look after a car is another aspect of motoring which is not being overlooked. The outstanding example in that respect is the adoption of central lubrication on some models, notably that introduced on this year's Armstrong-Siddeley cars. Every owner-driver knows the time, trouble, and temper expended in greasing up a chassis by the still too prevalent system of grease nipples, often inaccessibly placed. The central lubrication system provides a pedal-operated oil-pump which supplies the principal parts of the chassis and is actually operated at the beginning of a day's run while the car is in motion. Oil is used instead of grease, and, as it is forced to the pipes, each of which supplies several bearings, at a pressure of 50 lb. per square inch, it helps to keep out dust and dirt from the important parts. Manufacturers have now realised that the private owner's ultimate satisfaction from his car depends to a large measure on the ease with which that car can be kept in good working order and the extent to which its owner remains independent of the professional repairer.

#### "Sixes" v. "Fours."

Bearing this consideration in mind, it is interesting to find that there are many new six-cylinder cars at Olympia. The six-cylinder engine is admittedly a more complicated job than the four-cylinder engine, and this fact, together with the lower purchase and running costs of the "Four" as against the "Six" of the same effective power, must explain the circumstance that while the "Six" increases in popularity, the "Four" still remains, numerically, the most popular type at the Show. A good "Four" is better than a poor "Six," and some manufacturers base their policy on the fact that the public realises that the potential service capacity of a newly-designed "Six" is much more problematical than that of a well-tried "Four." With only few exceptions, the manufacturers who are introducing new six-cylinder cars are not doing so at the expense of their four-cylinder models.

However, there would be no progress if every manufacturer only turned out cars which past experience had approved, and the new "Sixes" must, therefore, be welcomed as an indication of an enlightened spirit. Some of the six-cylinder models produced for the first time last year did not fulfil all anticipations, but it is safe to assume that in the construction of this year's batch of new "Sixes" the lessons learned on the road during the past twelve months have been fully taken advantage of. There are about a score of new British and foreign "Sixes" at this year's Show, and in the majority of cases they have behind them the reputation of famous manufacturing firms.

#### Technical Tendencies.

Reviewing mechanical tendencies in greater detail, the first point of note is that as regards engine power the most popular ratings are 12, 14, and 16 h.p. Next in popularity comes the group of cars of slightly over 20 h.p. The hitherto increasing supremacy of the overhead valve

### AH! A ROLLS.

Broadcast Engine Beats.

Can you identify a car by the beat of its engine? One day last month broadcasting station 5CL, Adelaide, gave motorists an opportunity to try out their aural abilities.

A number of different makes of cars—from Fords to Rolls Royces—were lined up in a city garage, and the sound of engines in each case was transmitted to listeners. Prizes of £5, £2, and £1 were offered for listeners who gave the correct list of the cars broadcast in their proper order.

appears to have been stayed, and there is a tendency to return to side-by-side valves. There is little doubt that quieter running is more readily obtainable by employing the side valve. Of the sleeve valve it can be said that it is holding its ground and even creeping forward in favour.

Little is revealed in the way of change in regard to transmission systems. The dry single plate clutch has carried the field, but some manufacturers still pin their faith to the cone and multiple plate patterns, which are not to be despised. There were indications some time ago that this year's show might present cars with semi-automatic gear changes or some sort of free-wheel device to allow of easy coasting and saving in fuel. Of the various types that are being experimented with at present the one that has claimed the greatest attention embodies the action of a free-wheel clutch in the drive from the gearbox mainshaft to the propeller shaft. Devices of this kind are to be found as optional fittings at an increased cost on the six-cylinder Lea-Francis and Vulcan chassis.

Suspension systems show little change, though there have been improvements. Shock absorbers are now practically universal, and so also are balloon tyres on cars built for normal use. Many varieties of shock absorbers are employed, some checking only the rebound of the spring and some checking the spring movement in either direction.

Four-wheel brakes are practically universal, and from British cars at least the external contracting band type has disappeared. The practice of ribbing the wheel drums so that cooling is assisted is growing, and on the whole the methods of operation are improved. On several cars it is possible to adjust all four brakes from the inside of the car by hand, and all round a desirable increase in the size of brake drums is to be recorded. As to the relative merits of servo, or direct pedal operating methods, it is unwise to be dogmatic, but generally speaking the impression seems to be that, while big cars require some sort of assistance for the driver to lessen the effort of rapid deceleration, no such aid is necessary in the case of small cars.

#### Supercharging.

The position in regard to supercharging is not materially altered by this year's Show. The number of cars to be seen at Olympia with this form of forced induction can be counted on the fingers of one hand. They include the four-cylinder hypersports Lea-Francis and the 36/220 Mercedes.

In closing this review of the general tendencies of the cars exhibited at Olympia, mention must be made of the fact that further evidence of the growing popularity of multi-cylinder engines is furnished by the increase in the number of straight-eight and twelve-cylinder cars.

#### Press of Sightseers.

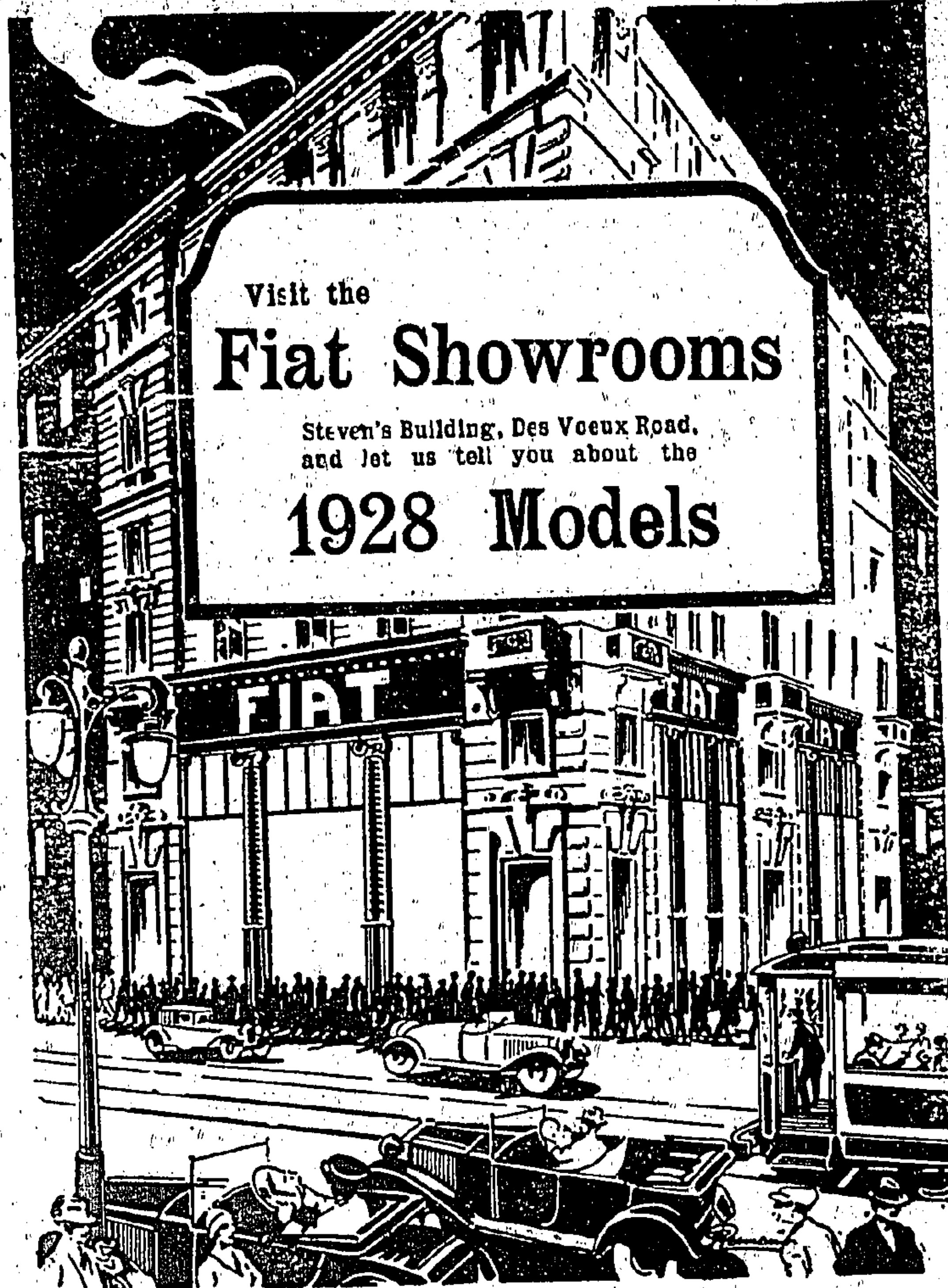
Soon after the opening of the gates the brilliantly lit corridors were crowded with thousands of men and women, many of whom had come from distant parts of the Empire. There had been long queues at all the entrances for fully an hour before ten o'clock. Although it was primarily "Agents' Day" and the price of admission was 10s., the man in the street, with his wife, was strongly in evidence. At midday it was not possible to walk round Olympia with any comfort, so great was the press of sightseers. Not only the ground floor, but the galleries, wherein were great displays of accessories, were thick with people.

The exhibition will remain open until October 22. Popular days, when the price of admission will be only 2s. 6d., will be on Fridays and Saturdays.

Last year it was estimated that £50,000,000 worth of business was done as a result of the Show.

"This year," said a leading manufacturer, "we shall at least touch the £70,000,000 mark, think in orders and cash sales."

The entire output for 1928 of one famous British car is stated to have been sold within half an hour of the opening of the Show.



### Visit the Fiat Showrooms

Steven's Building, Des Voeux Road, and let us tell you about the

## 1928 Models

WARNING.—With every Fiat Car a full guarantee is issued by this Company. Every purchaser should obtain this guarantee, and see that it bears the engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

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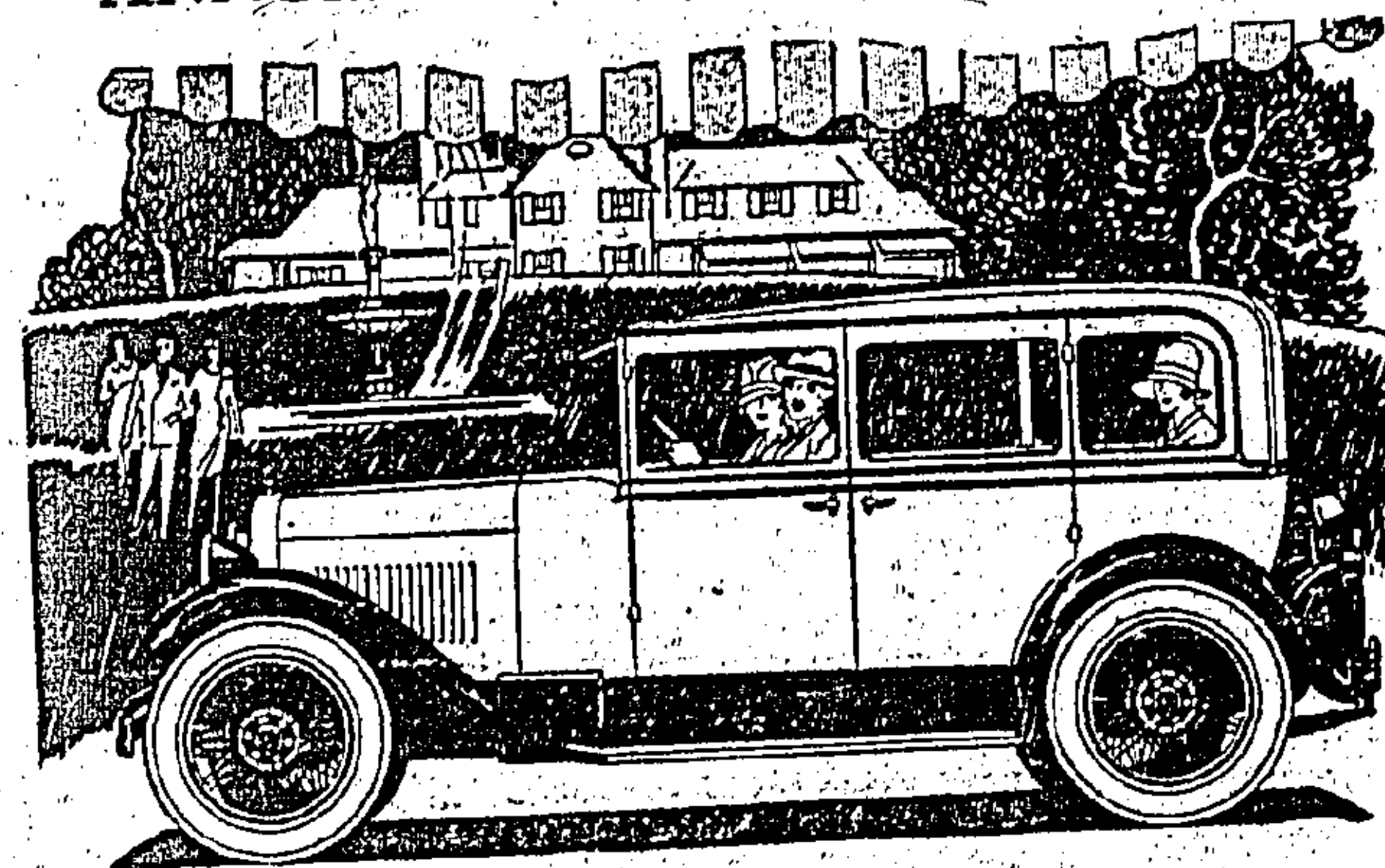
## SOCIETY OF ST. VINCENT DE PAUL

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## B.S.A. Motor Cycles

Won a Team Prize Again

IN

### THE INTERNATIONAL 6 DAYS' TRIAL

Aug. 15 to 20, 1927.—Lake District, England

#### Gold Medals

Awarded to the team of three riders using B.S.A. 4.93 h.p. O.H.V. models, all having completed the course without losing a single mark. Another B.S.A. rider of the Dutch team, mounted on a 4.93 h.p. Sporting side valve machine was also awarded a Gold Medal.

#### Gold Medals

Also awarded to a rider of B.S.A. 3.49 h.p. O.H.V. motor cycle combination—the smallest powered edscar to win a premier award—as well as to a rider of 9.23 motor cycle combination.

Lead the Way on a B.S.A.

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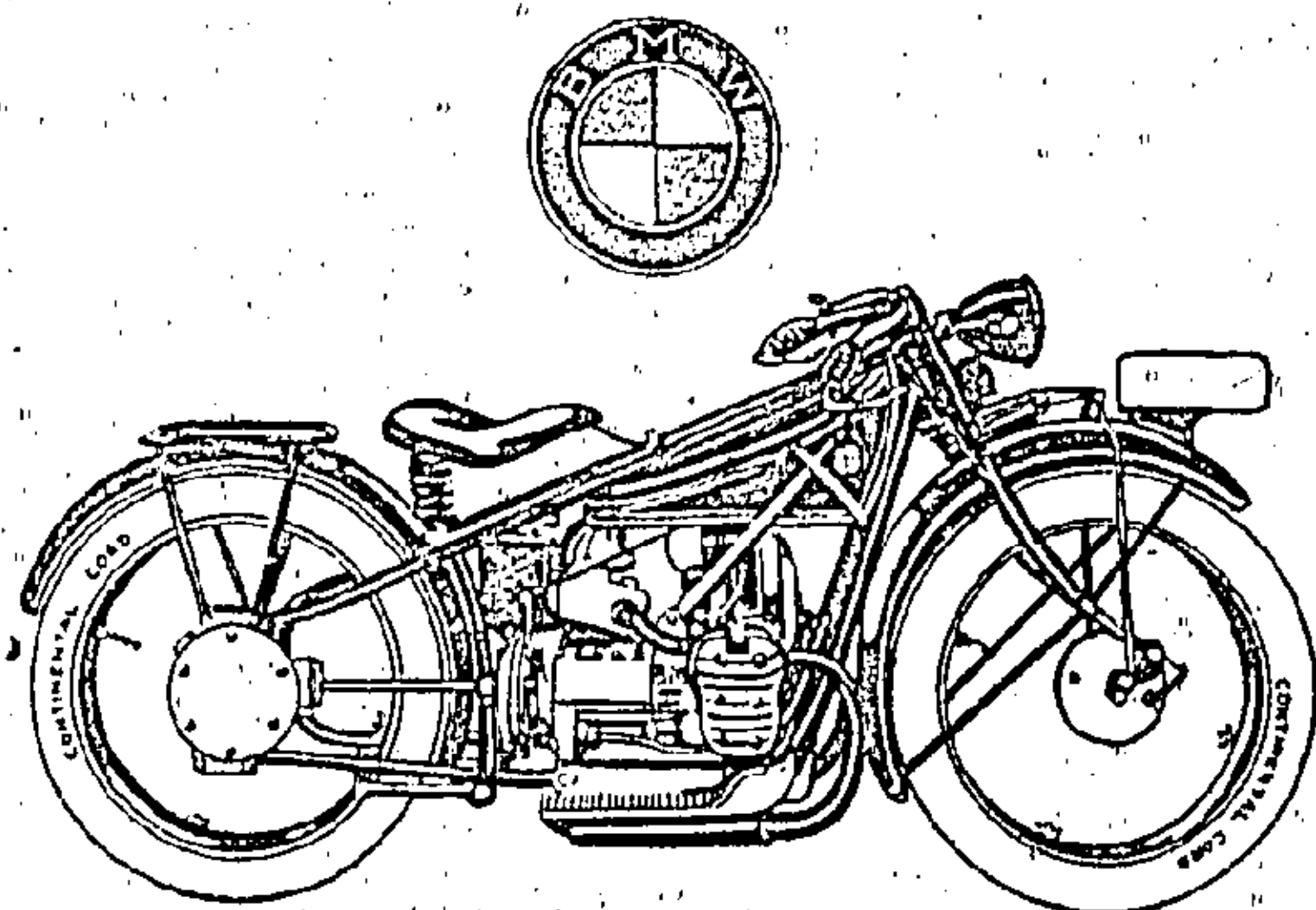
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## THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA FLORID RACE, 1927



### 12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

#### A FEW NOTABLE FEATURES

- Engine entirely water and dust-proof.
- Double Frame throughout.
- Increase of engine power to 12 brake horse power.
- Rims suitable for normal or balloon tyres.
- All gearing effectively enclosed in oil-tight casings.
- The universally recognised advantages of shaft-drive.
- Bosch head and rear lights—Speedometer—Horn.
- All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

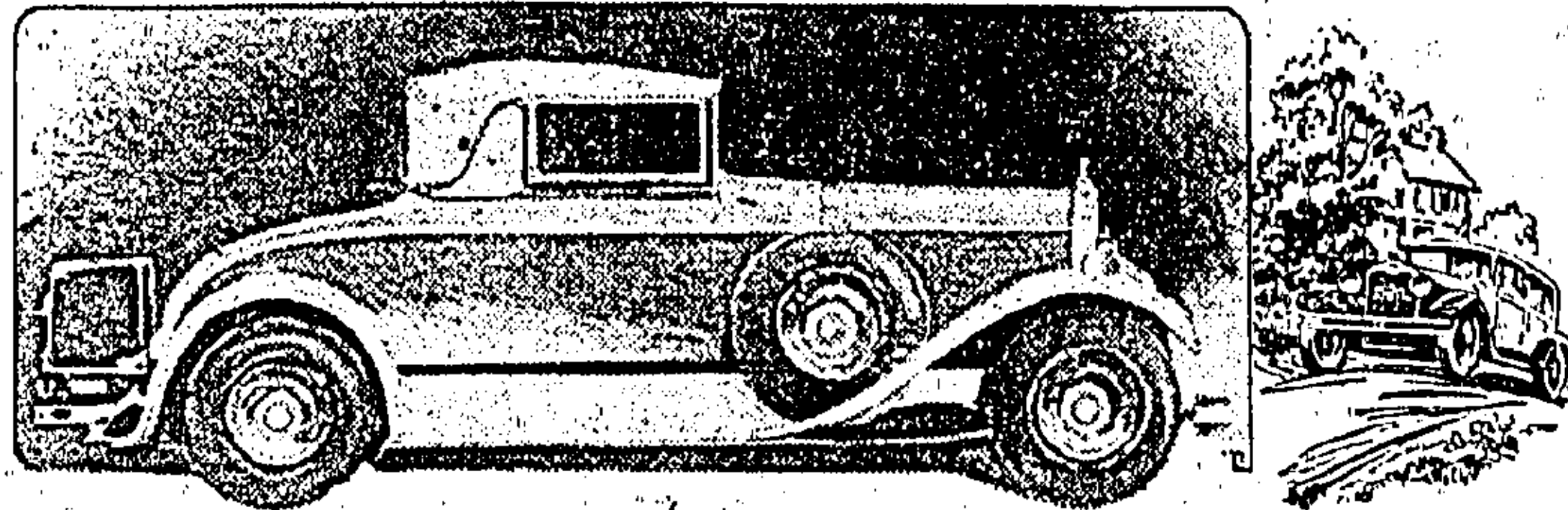
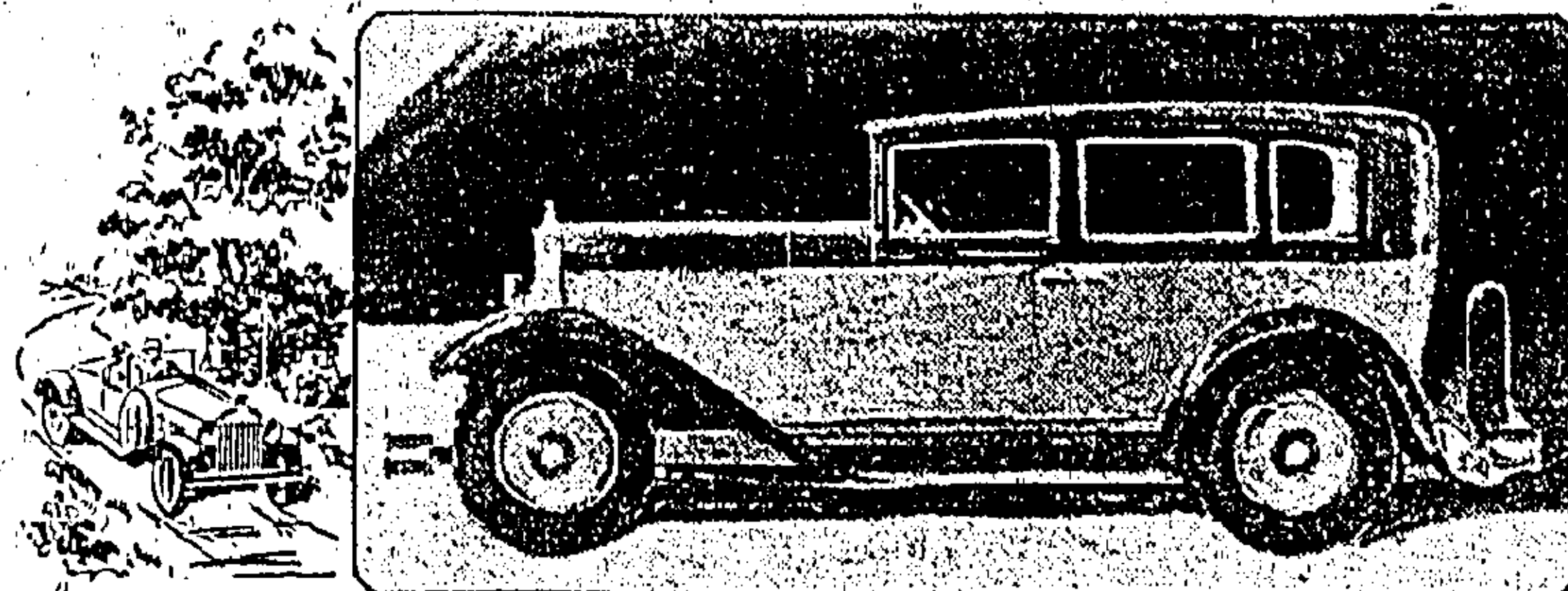
If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

**REDUCED PRICE H.K. \$830.00**

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## THE BEAUTY OF THE MODERN CAR.



Horizontal lines are accentuated and vertical lines obscured in these two model designs of the modern type car. Note the long windows, the wide molding, the sweeping fenders and other lines which cause the eye to travel from front to rear.

[By Israel Klein.]

The automobile body these days is getting as much attention, if not more, as the power plant itself.

For while the engine has reached the point of efficiency where it is practically taken for granted, the entire car itself still has to meet the appraising eye and exacting tastes of the buyer.

These tastes, the manufacturer has discovered, have turned their attention not only toward the appearance of the car, but to its arrangements for the comfort of the passengers. And so the manufacturer has called in the body designer, and the body designer has called upon his best resources to furnish a body that would be both highly attractive and comfortable.

The ends to which the designer has gone are no better brought out than in the talk of A. E. Northrup, prominent body designer, at the recent semi-annual meeting of the Society of Automotive Engineers. In it he emphasized the important relationship of appearance and

comfort and disclosed the ways in which these are accomplished.

#### Built for Passengers.

"Experience has shown," he said, "that passenger comfort demands that the body be built around the passenger. Too often the job is started in the reverse order by making an attractive design and then squeezing the passengers into it."

"Mildly may endure discomfort to wear a small stylish shoe, but being squeezed into an automobile body by shoe-horn methods is entirely different."

How to make room for the passenger and still not reveal a large, cumbersome machine is the problem of the body designer. He solves it sometimes by availing himself of a long chassis. Then he may make the car low, the driver and passengers may sink into their seats and stretch their legs comfortably, while doors are widened to let the occupants go in or out with ease.

#### Short Chassis, Long Lines.

But now comes the demand for shorter bodies, and therefore the necessity of shorter chassis. Here, forced to adapt an attractive yet comfortable body to a short chassis, the designer has revealed his genius.

This is apparent by the use of cheat lines. Cheat lines do just what the word implies—they make people believe they are getting

something they aren't actually getting. In this case, the cheat lines make us believe we are getting a long, low, sleek and attractive car, while it is no longer than the stubby automobile on the same chassis without such lines.

Cheat lines, generally, run horizontally to effect this lengthy appearance. The windows are made longer than they are high. Panelling is widened and run in a long line across the length of the body, the fenders are made long and sweeping and window reveals are widened to accentuate their length.

#### Vertical Lines Taboo.

The colour design, too, helps. Every effort is made to conceal vertical lines, for horizontal lines accentuate the idea of a long, low body.

Yet comfort isn't overlooked. In fact, it is part of the designer's main thought when he builds up his model body. He must consider head room, leg room, seat width and door width.

Even the interior trimmings of the body have to be considered not so much for appearance, as for the comfort of the passenger.

As Northrup put it: "Ornate cloth patterns, heavily figured laces running hither and thither, or a preponderance of buttons, plaits and tassels, destroy the restfulness of the interior. Simple tailored design, on the contrary, tends to encourage relaxation and restfulness."

## CARS TO GLIDE LIKE SHIPS.

All Shocks Absorbed by Wheel-springs.

#### NEW SUSPENSION.

[By the Daily Mail Motoring Correspondent.]

Paris, Oct. 6.  
Visions of motor-cars riding the roughest roads with the smoothness of a ship on the serene sea were suggested to-day at the opening of the French Motor Show at the Grand Palais in the Champs-Élysées.

Large crowds watched the new methods of independent springing on each motor-car wheel.

One exhibitor, by means of an automatic rocking apparatus, made the wheels of his motor-car bounce up and down in imitation of travelling over rock-sown ground. While all this was happening, the chassis remained indifferent to the grotesque wheel-movements. Under this system the wheels take all the hard knocks, whereas in the orthodox way a share of these is communicated to the chassis. This is the basis of the most remarkable motoring development of recent years.

On the Farman stand not only are the wheels independently sprung but also the axle and propeller shaft.

In another exhibit the wheels are independently sprung by means of a hydraulic system.

During my tour of the exhibition I was accompanied by one of the greatest of our motor-car engineers and designers. I asked him what he thought of this new development. "It will be some time," he said, "before this new method of suspension can be perfected, but here is unquestionably the motor-car of the near future."

"British makers realise this. There are many forms of this suspension already on paper in the drawing-offices of Coventry and Birmingham. Here you are seeing some of the pioneer cars. I

## TO THE DOGS.

A message from England states that the Greyhound Racing Association has fitted a Morris commercial van with a special body for conveying dogs to the electric hare courses.

Racehorses are often conveyed to and from the courses in specially designed vans, but so far the racing canines have not gone to "the dogs" in a specially fitted out motor conveyance.

## GERMANY BACK.

Shows at Olympia.

For the first time since the War German cars were shown at the Olympia Motor Show, in London, which has just concluded.

should say that in a few years motoring will be almost incredibly comfortable. With an independently sprung wheel I do not see why we should not reach the stage when a burst tyre at speed will be scarcely noticed except for the noise of the explosion."

In three cases at the exhibition this form of suspension is incorporated with front-wheel drive. Where the drive is carried through the front wheels, independent steering for each wheel is also the practice.

Apart from these cars of the future, the exhibition is full of interest. French makers, like our own, have decided that the small 6-cylinder vehicle is the car of 1928.

New models of this type are on nearly every stand. Americans still favour the fat, slow-turning engine. There is no small American car at the show.

The German cars look like good engineering, but their appearance is gross. Italy is following France's lead.

There are only two British exhibitors, but we have our own show next week. After a close inspection of the 1928 cars of six nations, I feel certain that British makers will more than hold their own during the next season.

## WORLD'S SPEED RECORD.

Challenge by Five Entrants.

### NOVEMBER RACING.

It is probable that five cars will try, in November, to capture the world's speed record now held by Major Segrave's 1000 h.p. Sunbeam.

Sole British entrant will be Malcolm Campbell's Napier-Campbell. A Philadelphia millionaire has ordered the construction of a 1500 h.p. car with three engines; the Duesenberg brothers are at work on a four litre motor; Ralph de Palma is busy at the Chrysler factory building a racing car designed solely to break the record, and Frank Lockhart is supervising a new Stutz for the same purpose.

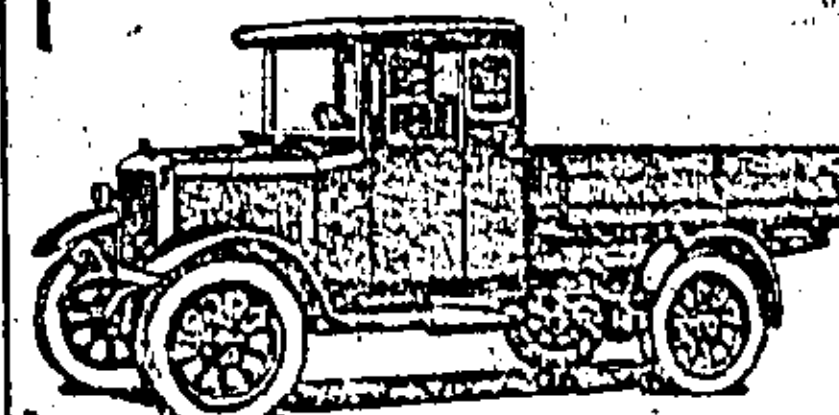
There is a possibility that a prize of 30,000 dollars will be offered for the successful car, and most of the attempts will be made in Florida. Lockhart is reported to favour the dry lake on which he achieved 170 m.p.h. with a tiny front wheel drive Miller.

## BEAN

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## TRANSPORT.



## PROBLEMS

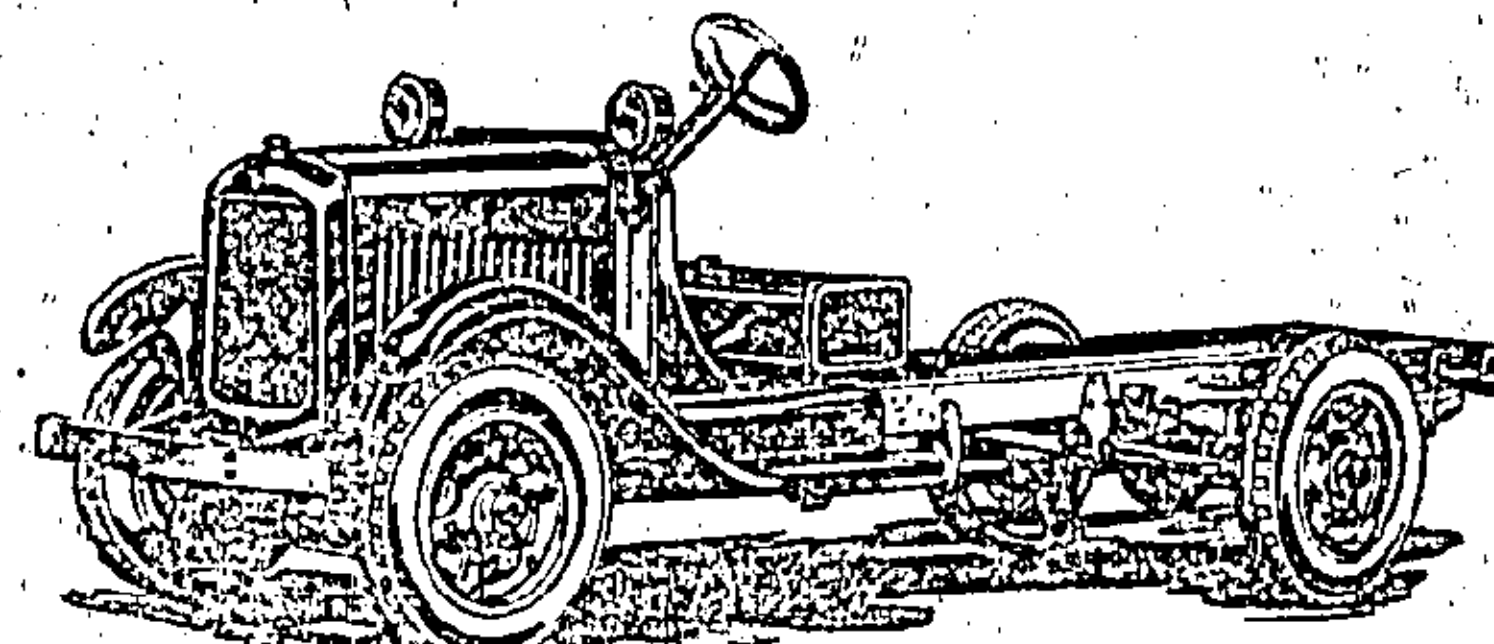
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This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types.

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase ..... G.\$1,485

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase ..... G.\$2,370

150-inch wheelbase ..... 2,450

162-inch wheelbase ..... 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase ..... G.\$2,470

150-inch wheelbase ..... 2,550

162-inch wheelbase ..... 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

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**DISTINCTIVE**  
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**QUALITY**



This bleak, trackless waste in the Florida Everglades will be converted into a fine road crossing the state by next spring.

Miami, Fla., Oct. 20.—Two years ago a party of motorists attempted to cross the southern everglades of Florida between the Gulf of Mexico and the Atlantic coast. They found themselves in a pathless wilderness and were rescued by airplanes.

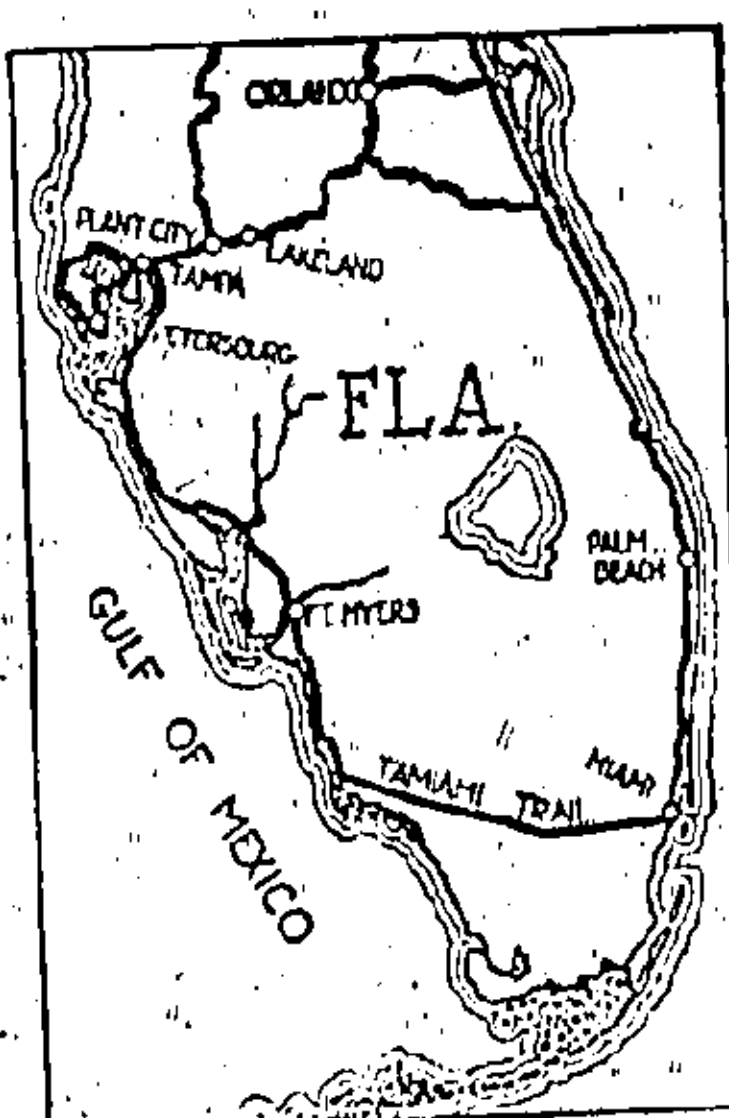
By next spring, this same wilderness will be traversed by a fine macadam road which will cut the trip across the everglades to two hours.

This is the new Tamiami Trail, named so because of its connection between Tampa on the gulf side and Miami on the east. Its total length will be 298 miles and its completion will have cost the state of Florida almost \$14,000,000.

By means of this road, touring through Florida will be one continuous circle of sights. Visitors now will enjoy a new and entrancing side of this sunny state. This wild country is full of wild game. Seminole Indians occasionally penetrated this region, but it was not until the highway engineers came along that so many white persons presented themselves here at one time.

Cutting this road, especially through the wild and marshy everglades, has been a particularly heroic and troublesome engineering job. Dredges had to steady themselves over soft swampy soil. Great drills had to hammer deep into the hard bed rock. And great saws had to be used to cut their way through four miles of cypress forest.

Many streams had to be crossed and bridges built on foundations found deep below the marshy top soil, to make this road complete. It is 90 miles from Miami to the gulf coast, straight westward.



This map of lower Florida shows how the new Tamiami Trail will cut through the Everglades.

Yet this stretch cost almost half of the entire cost of the 298 miles of road to Tampa. This, more than anything else, tells what it meant to cut across this trackless waste.

All supplies, and heavy machinery had to be hauled at immense cost. Huge drag line dredges had to be mounted on great caterpillar tractors to get them over the soft soil. The workers camped alone in the wilderness, entertained by the cries of the wild turkeys and mallard ducks, the hoots of the owls and the screams of the eagles. Travellers going through here next summer will enjoy similar diversions by day and night.

### THAT "SHIMMY."

Tyres Not Always Responsible.

[By Israel Klein.]

"When the balloon tyre first came into use, motorists were presented with a new difficulty—the shimmy. Of course, the shimmy was known in the earlier days, but not under the circumstances in which the larger tyres introduced it.

A car might have been perfect in every respect, and yet it shimmyed.

At that time, the fault was laid expressly on the balloons themselves, and to some extent it may still be there. But by this time engineers have improved the balloons to the extent of almost entirely eliminating it as the cause of shimmy.

Yet the shimmy persists. If it does, there's something wrong with the car itself, most likely.

The wheels may not be aligned. The tyres may be unequally inflated. Or they may have been attached recklessly and unevenly. The steering gears may be loose. Or the wheel bearings may not be snug.

The front wheels may toe in too much or too little. Or they may be unequally balanced. And even the springs themselves may cause the wheels to shimmy, if their spring clips or shackles bolts are loose.

So it is that all these factors must be checked up to find the cause of that wobbling motion of the front wheels that is transmitted to the driver through the steering system.

First, attention must be paid to the steering wheel and gears. Play should be about one to one and a half inches at the circumference of the wheel. If it's more, the gears should be taken up.

Secondly, the wheels must be tight, the bearings properly adjusted so that there should be no more than about a sixteenth of an inch of "shake" on the rim of each wheel, and the front system must toe-in and align properly.

### CARRYING SAINTS.

Europe's Latest.

Instead of dangling dolls in the rear windows of their sedans, many European motorists are now carrying small images of St. Christopher, patron-saint of travellers, and therefore of motorists.

These are particularly popular in France, and many of them are of very elaborate design.

### CLAY ON WHEELS.

Synthetic Rubber.

Chemists in Nevada (U.S.A.) are attempting to produce synthetic rubber from clay.

Material being used in these experiments comes from a large deposit of unusual clay, about 25 miles from the town of Las Vegas. This earth is said to contain all the ingredients for making rubber.

To check toe-in, jack up each wheel and spin it while holding a piece of chalk at the centre of the tread. The chalk should be held perfectly steady, so that it may mark a line down the tread showing the amount the wheel toes in.

This may be about a sixteenth of an inch in most cases, although some wheels toe in an eighth of an inch or even more.

Of course, this test presupposes that there is no play at the hubs. If there is, this should be tightened up first.

Practice should be made of inflating the tyres to their proper pressure once a week. The manufacturer's advice should be followed. Equal inflation of the front tyres eliminates this as a possible factor in wheel shimmy.

Lastly come the spring shackles, bolts and clips. Their effect is felt especially when the car is moving at a high speed. They should be tightened.

### BUICK'S POWER.

Popularity of New Models.

We are advised by the Dragon Motor Car Company, Ltd., who are now showing the Buick Models for 1928, at 33 Wong Nei Chung Road, Happy Valley, that those who have ridden in the new Buicks for 1928 remarked especially on the quick pick-up and dashing acceleration of the new models.

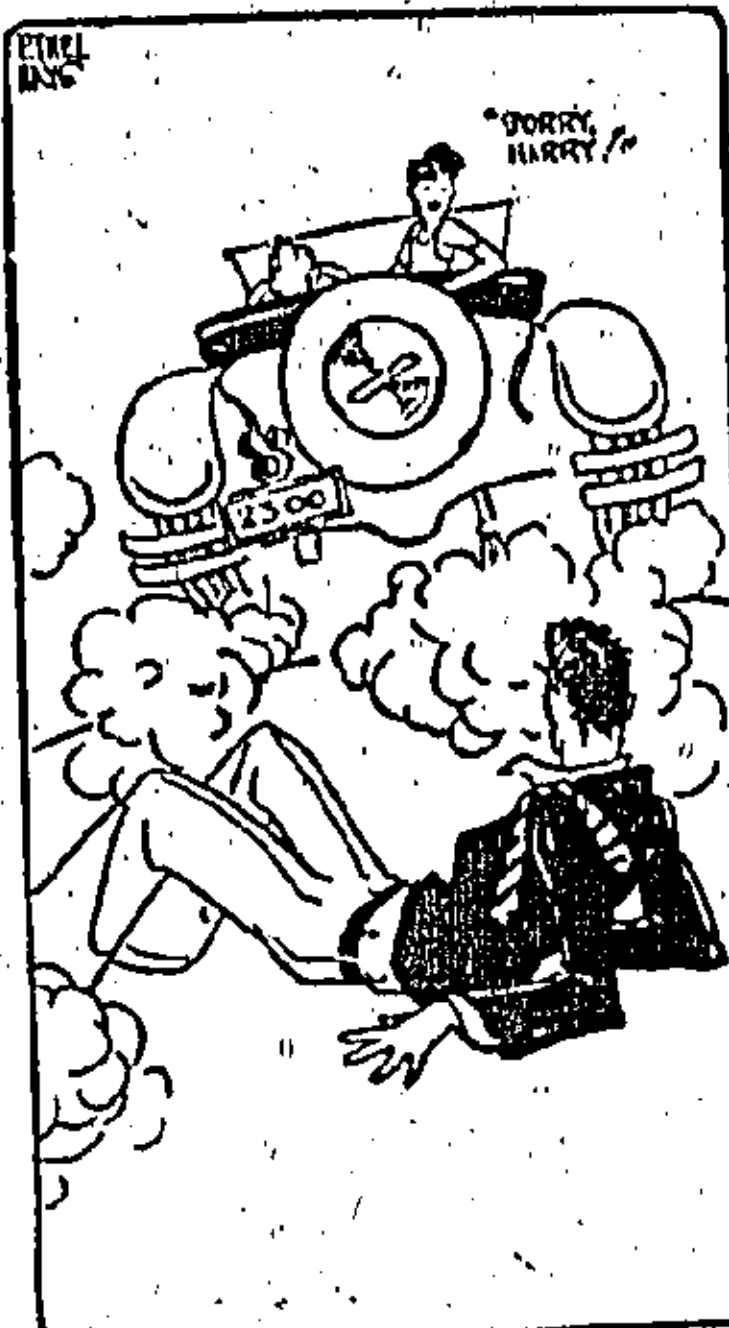
The name Buick has always been a symbol of power, and Buick has always been a fast car. Now there is a new eagerness in getting away when the accelerator pedal is pressed. The new model actually seems to enjoy creeping swiftly up on traffic ahead, or, after slowing down in the middle of a grade, to pick up speed for the remainder of the climb.

This new acceleration did not happen by chance. It is the result of study by General Motors Research Laboratories and tests on General Motors Proving Ground to redesign certain parts of the famous Buick valve-in-head engine to produce this desired result.

The new design more completely distributes the fuel in such manner as to produce more complete combustion. This means more power, quicker pick-up and a real economy in fuel.

### INTER-STATE TAX.

New Jersey has authorized the laying of three-quarters of a cent per half-mile of travel over its roads by trucks and buses engaged in interstate transportation. Inspectors follow the trucks to see that the companies operating them make accurate returns.



It seems as though you can't so joy-riding without running into someone you know.

### SIX DAYS' TRIAL.

Scotch Classic.

Recent advices from Scotland report A. J. S. machines winning the Scottish six-day cycle trial.

The trial was run over the roughest roads in Scotland. In places the road was a mere boulder-strewn track. On the first day 28 of the 95 entrants lost all hope of gaining an award on account of failures on hills. During the most difficult section of the fourth day, Frank Giles discovered dirt in the petrol tank and wasted 30 minutes in locating and repairing the trouble. Despite this fact the A. J. S. team, consisting of Frank Giles and A. and F. Downie, was the only team to finish without loss of marks, and all expressed themselves ready to commence another test if necessary.

### A U.S. CUSTOMER.

Australia Her Best Buyers.

For the first six months of this year Australia was America's best customer for automobile products. Canada and Argentina followed in importance, with Denmark and South Africa next.

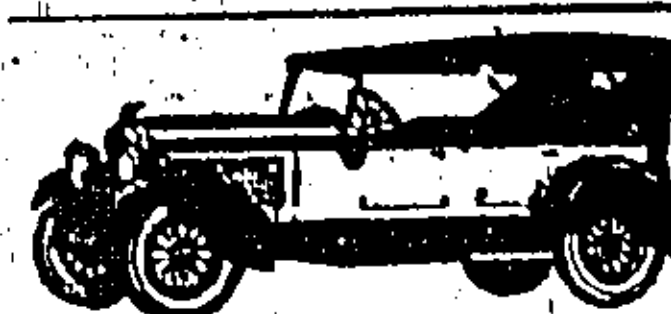
Number of trucks and buses imported from America in the period was more than 100 per cent. above the same period of 1926, though the value of the increase did not follow the percentage.

### \$45,563,000 ON ROADS.

Canada spent \$45,563,000 during 1926 on construction of all its provincial highways. The mileage covered by this expenditure totalled 46,824.

### CHRYSLER

"52"



**\$51,110 to \$51,260.**  
**52 MILES PER HOUR.**  
27 Miles per gallon.  
5 to 25 m.p.h. in 8 Secs.

Exceptional Roominess and Riding Comfort.  
Only Chrysler "52" combines these performance abilities.

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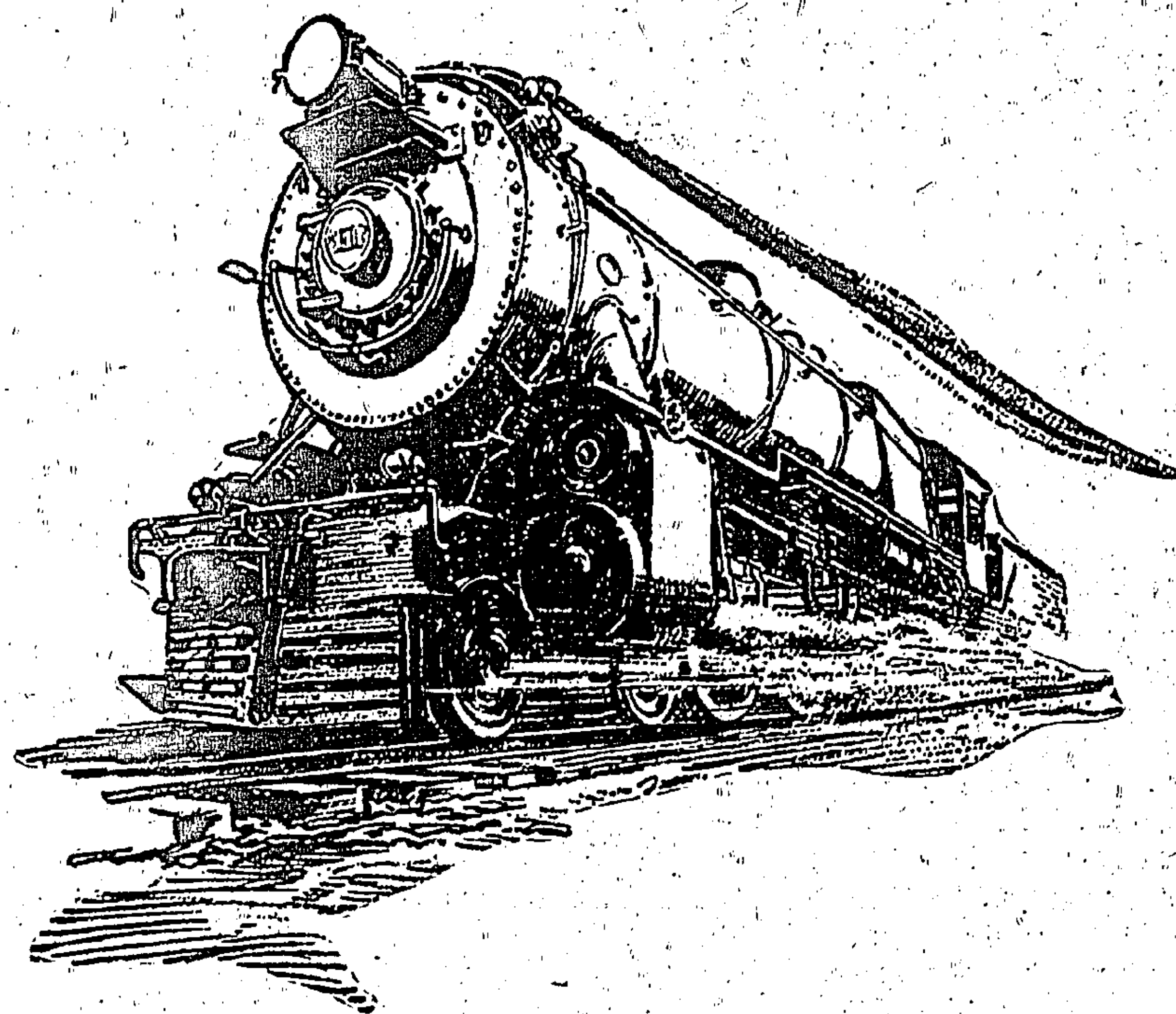
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For the 24th year Buick has again fulfilled this promise: **WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM**

# Power



The mighty force of limitless Power

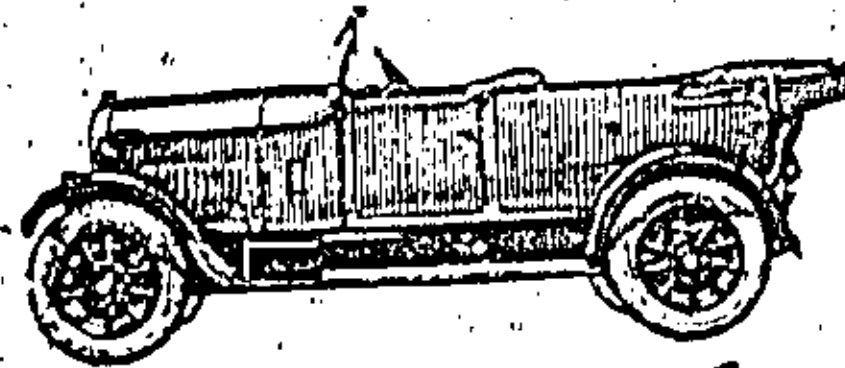
# Buick

for 1928  
now on display

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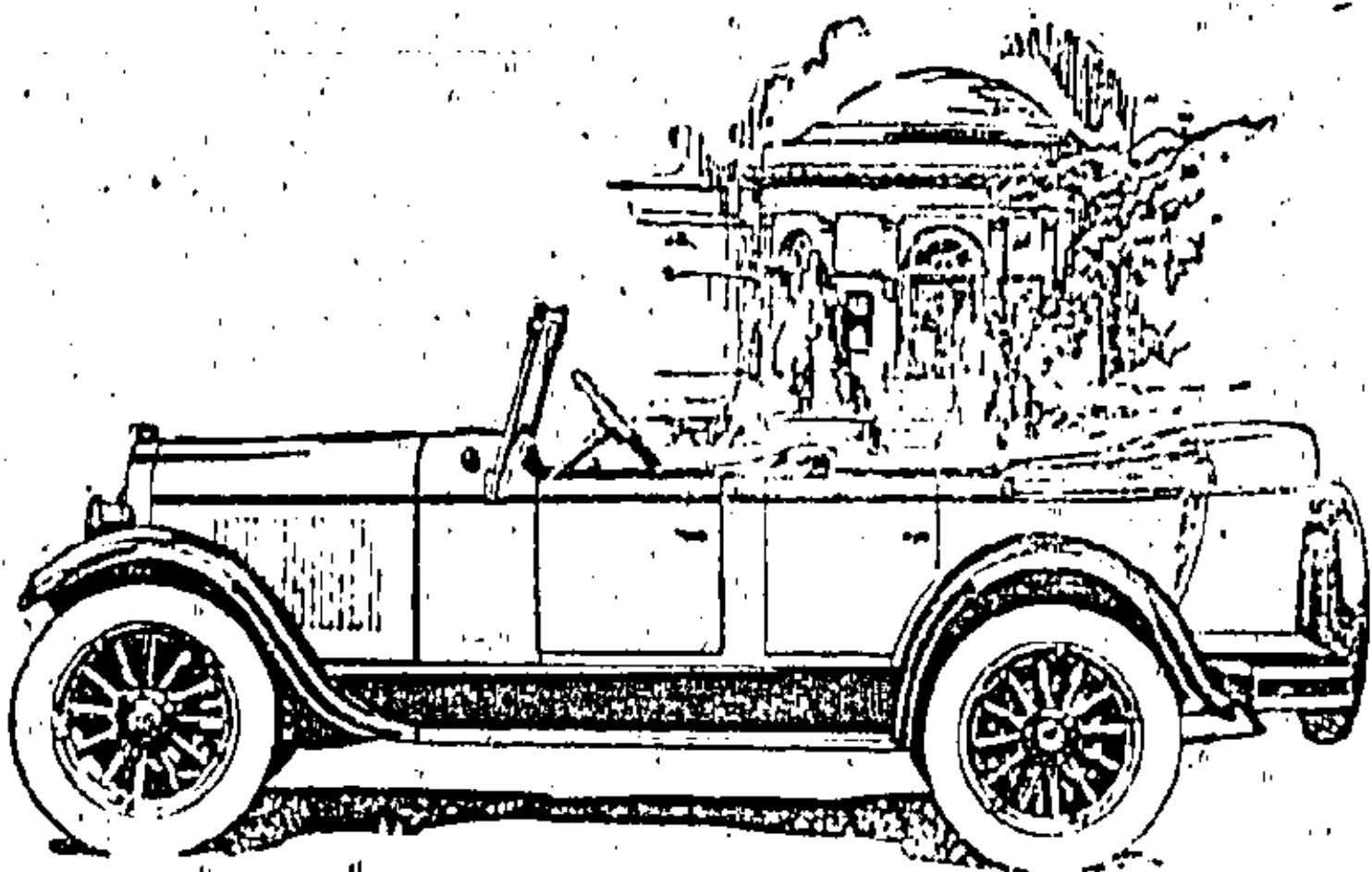
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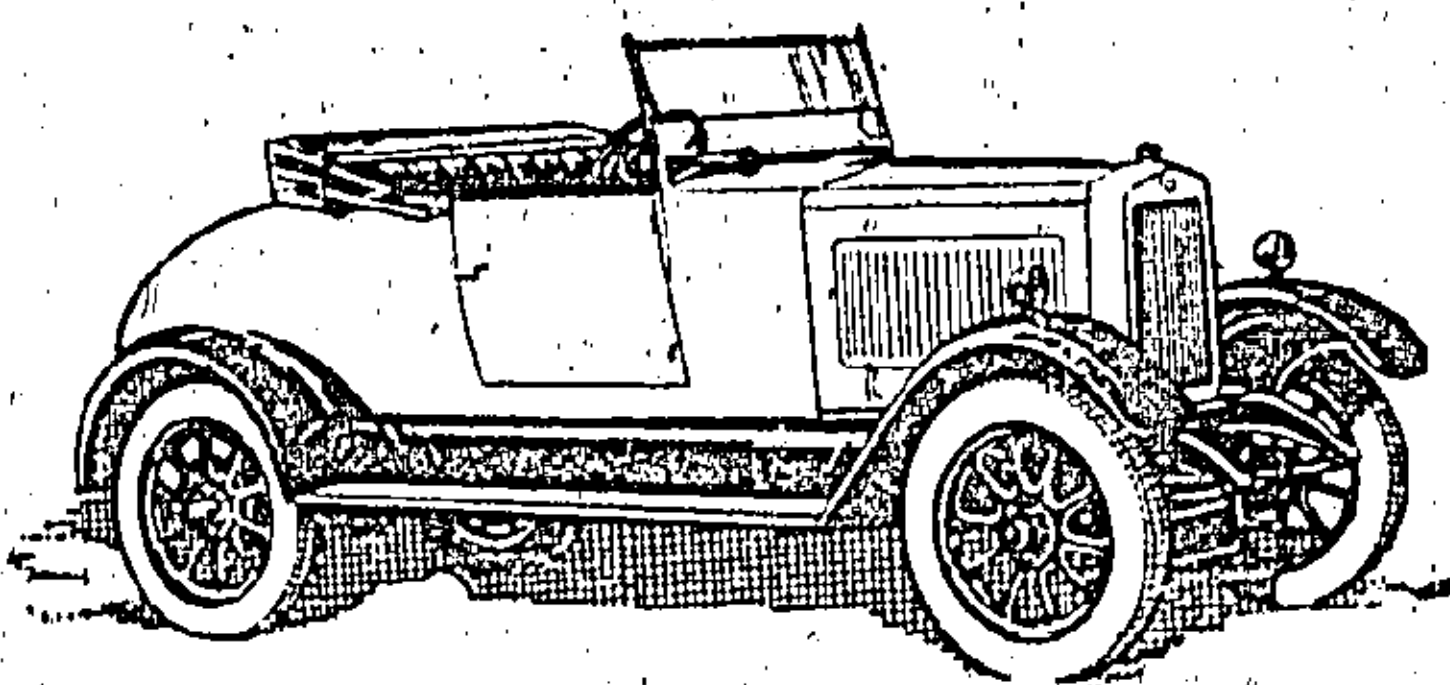
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THE new Morris "World" models were introduced just twelve months ago. During that short time they have fully proved how well they filled a long felt need. For this is a car typically British in workmanship, in performance, and in economy. And in its design are embodied those features essential for universal motoring. The "World" radiator combines handsome lines with ample cooling power; the re-designed chassis spells strength with comfort; the Dunlop "buttressed" tyres add to that comfort and ensure big mileage.

In the "World" Morris you buy a car that will do 30 miles per gallon of petrol; 1,000 miles per gallon of oil; that will give you ten years honest service, and this year still better bodies, still more models, still greater value. Is it any wonder that motorists everywhere are trying and buying the "World" Morris?

## MORRIS

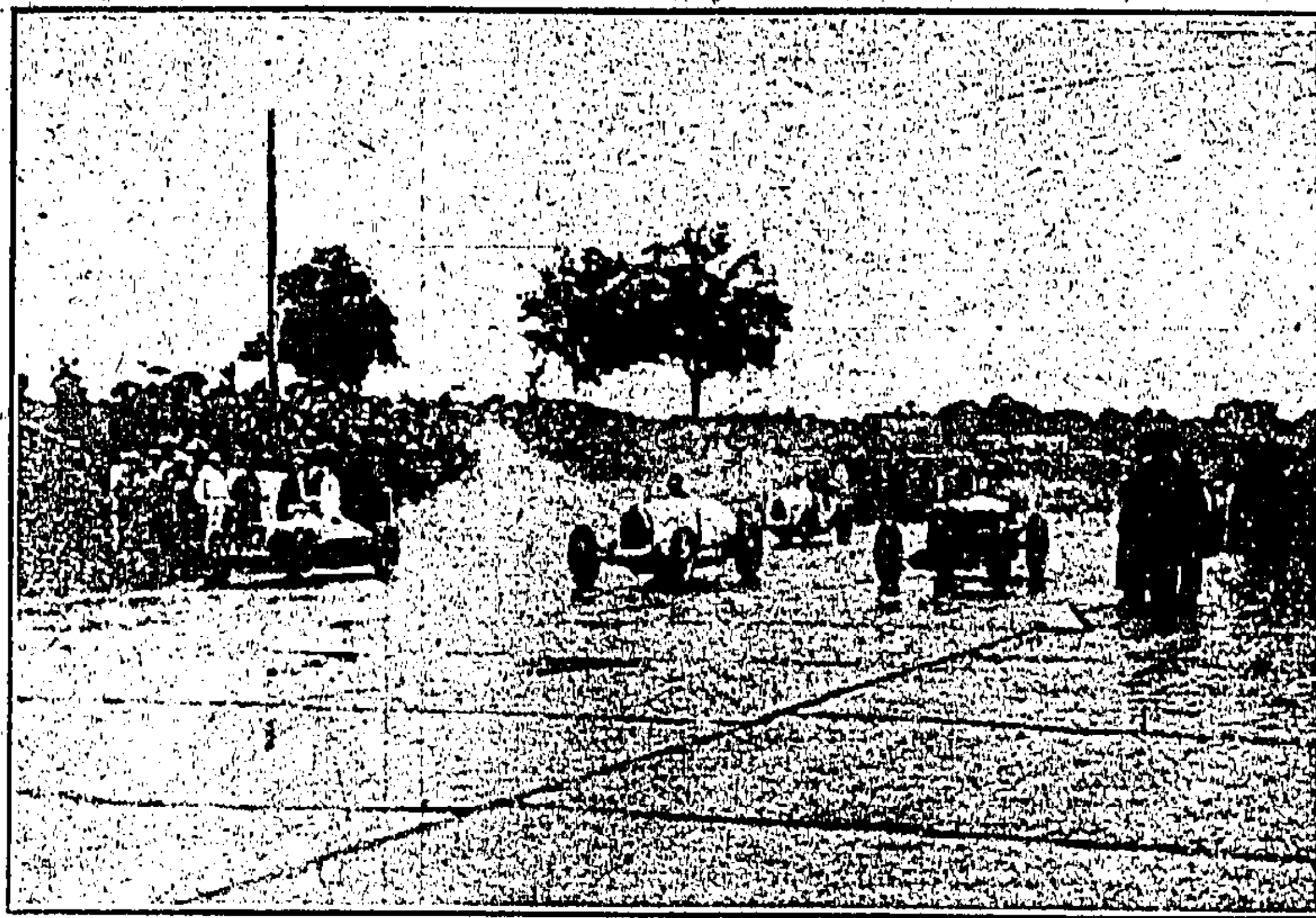
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HONGKONG.

## TWELVE CYLINDER FIAT WINS MILAN GRAND PRIX.



This year's Milan Grand Prix, run on the Monza track, was won by a 1,500 cc. 12 cylinder Fiat, driven by Pietro Bordino. The Fiat is seen on the extreme left of the picture.

## SUPER-CHARGED CARS.

British Manufacturers Experimenting.

[By Captain E. de Normanville.] For a considerable time we have had but few examples of super-charged cars on the market—a German make being the first. The pros and cons of such a fitting for an ordinary car have been debated thoroughly.

Some manufacturers of British sports models are at present busy with experimental work on super-charged engines, and yesterday I had a run on a light sports car so equipped.

Not only were the charms of the type of car increased, but the mechanism showed that one of the

chief defects of super-charging can be greatly reduced.

On a sports car a little extra engine noise at high speed is excusable. And this mechanism was certainly quieter than any other I have previously tried.

The effect was almost like switching on another engine—like the change would be if you ran on only four cylinders of a straight eight and then switched the other four on.

### Taxation Question.

In fact, the increased power was so noticeable that I could not help wondering what the taxation authorities would have to say if the idea came into general use.

If it were not for our present stupid basis of taxation, there would be little use for a super-charger on an ordinary car. We should merely have a larger engine, and run it "light" until full power was needed.

## BORN 1864.

First Benzine Car.

A monument to Siegfried Marcus, the inventor of the automobile, is to be erected in the centre of Vienna.

The car which Marcus built in 1864 can still be seen in the Technical Museum in that city.

It was the first benzine automobile, and the police prohibited him from driving the vehicle in the streets.

Marcus and a friend undertook secret tests at dead of night, but they were never very successful.

## STALLED BY IGNITION.

Two American automobile clubs last year, keeping record of trouble calls, show 53 per cent. of the calls resulted from electrical trouble in the car. One month, calls of this kind went as high as 59.5 per cent.

## CAR THIEVING.

Increasing at Home.

It is apparent every day, says *The Motor*, that the audacity of the car thief is steadily increasing, and the more cars there are coming into use the greater is the scope for theft; in fact, he is now finding it "dead easy" to use an Americanism. Many of the everyday cases of car theft, reported in the Press make one marvel at the mentality of some of the owners who lose their cars. They seem rather to place a pathetic trust in the sterling honesty of all mankind, or else they reason that surely no one would make off with so ponderous an article as a car.

Consider the factors that tend to make car stealing easy. Mass production, tens of thousands of cars exact to one type, consequently a strange driver on one never excites suspicion, and he probably knows well how to handle all makes of mass-produced cars. Consider how the electric starter plays into his hands! He has probably watched a particular car, and choosing the appropriate moment has jumped in, pressed the starter switch, and in twenty seconds or even less is well away with it.

One sees on suburban roads literally dozens of cars left unattended, any one of which is a "gift," particularly at dusk, to an enterprising thief. In the old days engines had to be cranked, and it might be a couple of minutes before the car could be driven away, and as one often had to do a little tinkering with the carburettor, this proved a very fair deterrent to the

## CANADA'S TRADE.

Motor Market Improves.

Improvements of roads, growth of the automobile financing plan and perfection of the closed type model car are given as the chief reasons for the rapidly increasing motor sales in Canada.

The partial payment plan has been endorsed by the leading men of the industry who claim that a careful check shows that only 1 per cent. of the Canadian buyers are unable to complete their payments.

The closed car is especially suitable to the Canadian climate and provides all-year transportation to motorists who formerly put their open touring cars in storage during winter months.

The dominion government has been active in fostering the construction of additional highways and in surfacing existing gravel and dirt roads.

In this work both the dominion and provincial highway departments have spent several millions of dollars, and plans have been drawn for additional work to be carried out during the next few years.

would-be car-snatcher. Now he asks for nothing better than the present-day popular press-the-button-and-drive-away production. If new owners will seriously consider how cars inherently lend themselves to easy theft it will be at least one step forward in the anti-theft campaign.

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## HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

HUMOURING THE OVERHAULED ENGINE.

It has become pretty generally understood that a brand new engine, which has seen no previous road service, must be humoured very carefully during its first thousand miles of running, by being operated only at low speed and with special attention to lubrication, in order to avoid scoring its cylinders and burning out its bearings. The reason for this is that all bearing surfaces—not having yet been subjected to the smoothing effect of mutual friction—are in a relatively rough and crude state and moreover that they are initially fitted together somewhat overtightly, so that after their "high spots" are worn down, they shall still operate without undue looseness. This combination of imperfectly smoothed and over-closely fitted bearing surfaces entails high frictional losses, abnormal heating and the liability of the breaking down of protective oil films and the mutual cutting and roughening up of the rubbing faces of working parts. The fact is, however, not so generally recognized that an engine which has just been overhauled presents similar conditions and calls for the same careful "nursing" as the engine just turned out from the factory. Nevertheless this the case, cylinder-bore may have been given new surfaces by some reconditioning operation, new piston-rings, with imperfectly conforming faces or overtightly fitted, may have been installed, new bearing bushings with somewhat imperfect surfaces may have been inserted or the old bushings re-adjusted to a tighter fit to their shafts. In short, the same conditions of bearing surfaces not yet worn smooth and in too tight adjustment are almost certain to prevail. An engine upon which some or all of the above repairs have been made, should not be accepted, if it handcranks unreasonably hard. The repairman should be made to "run it in," until its stiffness has nearly disappeared, thereby assuming the responsibility for the soundness of his job. When put in service, it should not be run at nearly top speed for a thousand miles at least, signs of overheating should be watched for, it should occasionally be handcranked to see if it is limbering up properly and

its oil should be drained and renewed after the first hundred miles of road service and twice thereafter at two hundred mile intervals. Running on gasoline to which about three per cent. by volume of engine oil has been added is recommended, during the "wearing in" period.

### Starts Hard Even in Summer.

Question: The engine of our car has always been hard to start, even in summer and in our heated garage. We invariably have to use the choke, and if starting is unsuccessful on the first attempt, and the choke has to be used a second time, gasoline drips out of the carburetor. What is the cause of this trouble?

Answer: Your difficulty in starting, even with the engine warm, indicates that the carburetor adjustment is extremely lean, that there is some leakage of air into the intake system above the carburetor mixing chamber or possibly that the fuel level is abnormally low in the carburetor float chamber. This is assuming that the ignition system is O. K., with spark-plug gaps not too wide and a good spark. You better have an inspection made to see that the air-valve and needle-valve adjustments of the carburetor are correct, that the fuel level is right and that the carburetor flange connections of intake-manifold branches are all gas tight and no other chance for air-leakage present.

### Develops a Squeak.

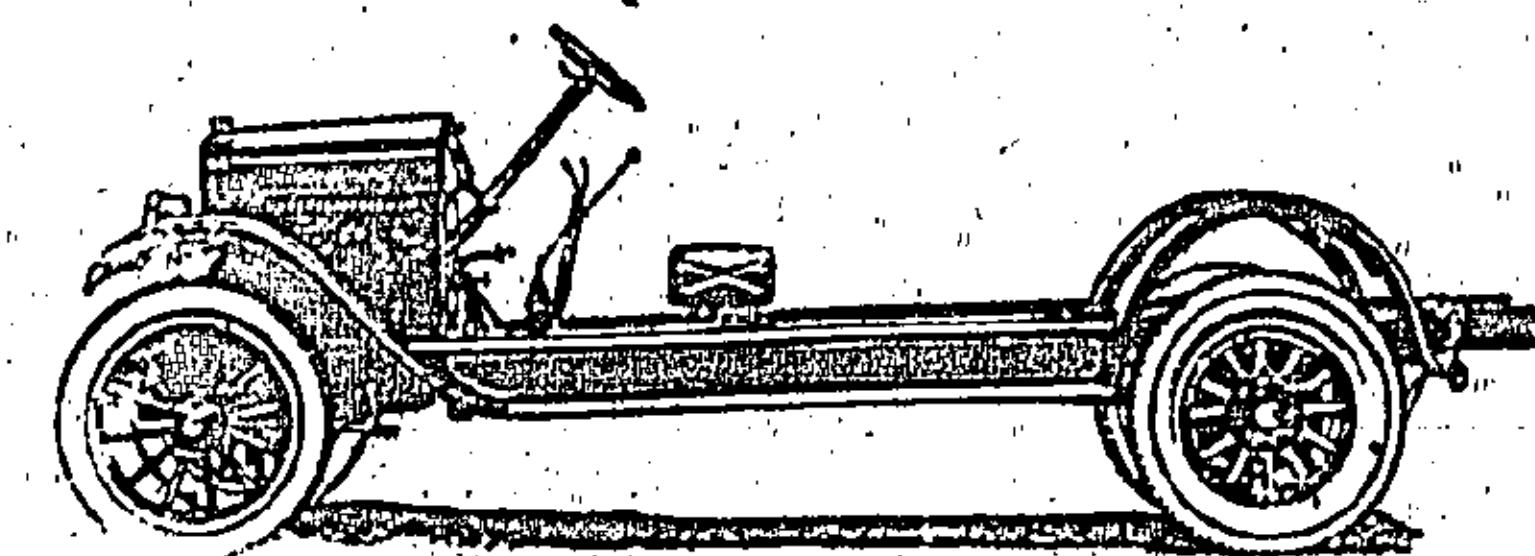
Question: The last time I drove my car I noticed a high pitched continuous squeaking, not loud, but rather piercing, which kept up as long as the car was moving, whether the engine was running or not. What do you think causes this?

Answer: We don't know, but it may be that the bearings of one or both of the front wheels are not being lubricated properly. Jack them up, and see if they squeak when they are turned by hand. If so, their bearings need to be packed with grease at once, as they will be spoiled, if allowed to run dry. If you do not find the squeaking at the front wheels, it may be in the rear axle. We think it is a dry ball or roller bearing somewhere, which is making this noise.

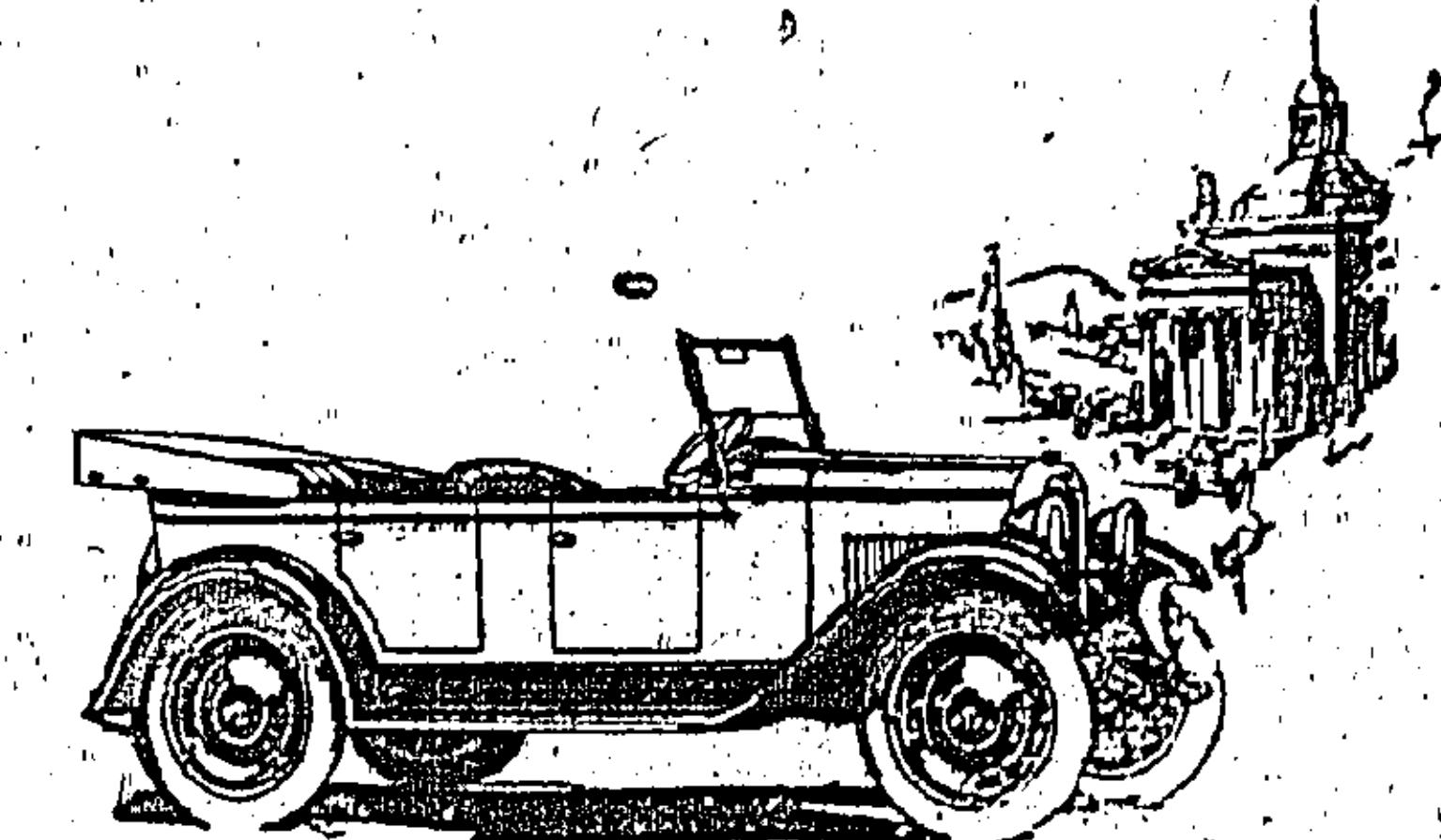
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## SHANGHAI ITEMS.

## INDIAN AGITATOR'S ACTIVITIES.

## "WHAT'S RIGHT WITH CHINA."

(Our Own Correspondent.)

Shanghai, Nov. 5.

The savage attack made by a discharged servant on Mrs. E. T. Forester has administered a profound shock to local residents.

The murderous affair recalls to mind the vigorous campaign that was instituted some years ago by the British Women's Association for the formation of a Servants' Registry Bureau under the control of the Municipal Council, which was to have served as a sort of clearing house for the engagement of Chinese servants for foreign households. For some mysterious reasons, the movement received little support from those whom it was designed primarily to benefit—the general body of the public—and the local press actually threw cold water on the scheme. Small wonder that the project died of sheer inanition.

The community has now been sharply awakened to the vital necessity for the imposition of some sort of control on the engagement of servants. It is true that there are still in the employ of a few favoured ones the "old type" Chinese servant who will remain loyal to his master until death, if need be, but it is a fast dwindling class, and there are far too many menials who have drifted into the Settlements from the backwash of political turmoil and disorder whose antecedents need examining.

## The Joyous Adventures of Rajah Pratap.

The Pan-Asiatic Conference in Shanghai, after a series of preliminary mishaps, has commenced its deliberations. In the first place, Rajah Pratap, the cynosure of all eyes by reason of the fact that he is one of the outstanding figures in the conference, was somewhat tardy in keeping his appointment, subjecting the delegates already assembled to a tedious wait; and in the second place, when the party did get under way, it did so minus the representatives of three important regions of Asia, neither the Philippine Islands nor French Indo-China, sending delegates and the so-called Provisional Korean Government established in Shanghai being denied entrance, due to the remonstrances of the Japanese delegates.

The Rajah came to Shanghai by a tortuous route. Instead of arriving here direct from Japan aboard an N.Y.K. vessel, as had been anticipated, the Rajah slipped over quietly to Tsingtao on a diminutive craft, and on reaching these shores was taken ashore on a launch before the vessel docked. What transpired later at Nantao, where the conference was inaugurated, made it clear why this surreptitious procedure was considered necessary.

No sooner was the conference in full swing than the Rajah regaled his audience with an ejaculation in which he vehemently denounced Great Britain and incidentally invited France, Germany, Italy and Spain to join forces with the peoples of Asia in deposing British "imperialism." The meeting degenerated into plain vituperation.

One wonders if, at the end of this conference, the affairs of China, Japan, Turkey, Ceylon, Afghanistan, Formosa and Arabia will have been advanced. The conference frankly has been a fiasco.

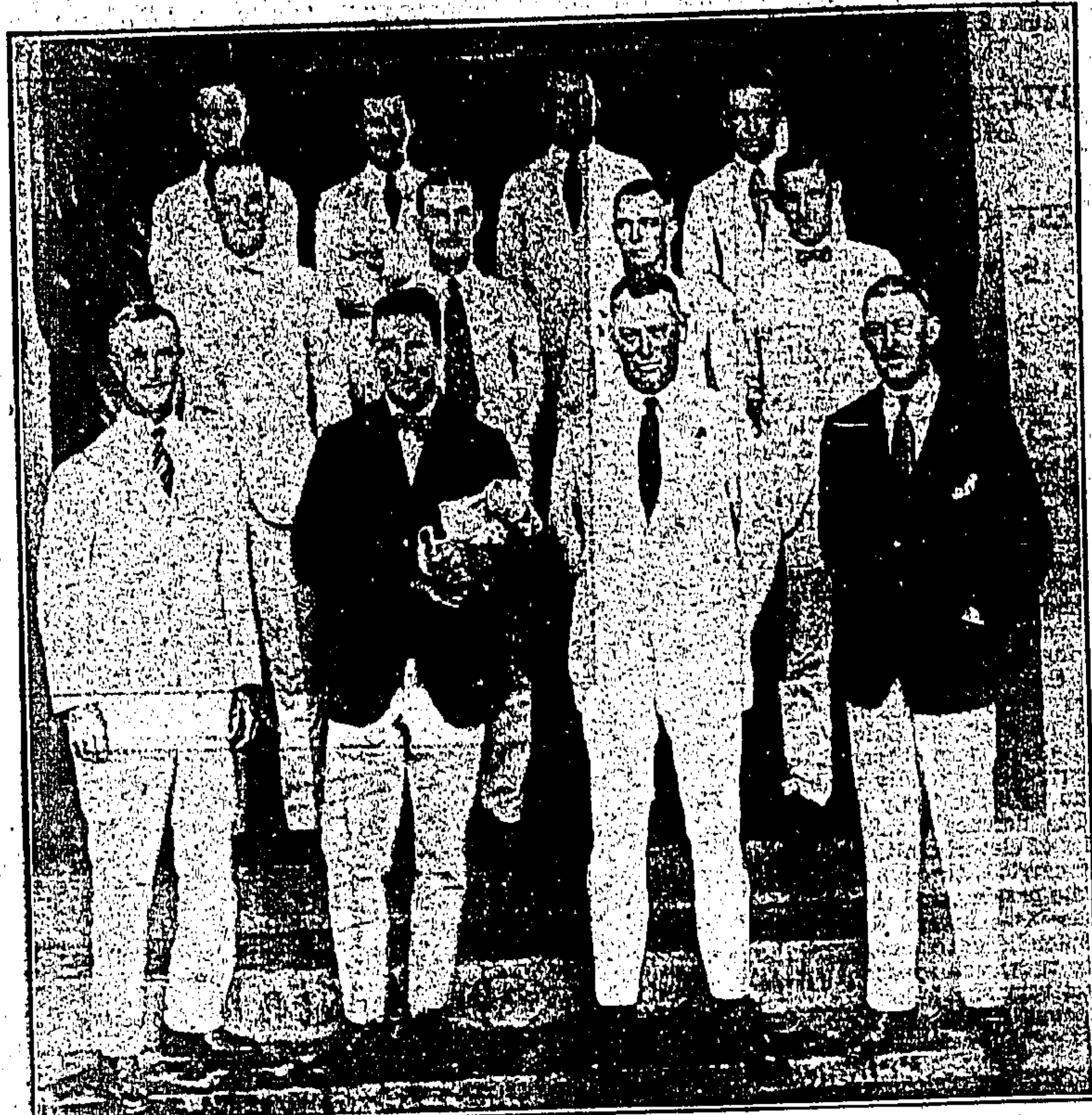
## Breaking in the Brokers.

Things move slowly in this country; sometimes they don't move at all; but occasionally a spurt sets in and action takes the place of inertia. Even the Shanghai Municipal Council, stolid and conservative to the point of making people despair at times, would seem to be coming under the influence of the universal demand for progress, for the fiat has gone forth that juggernaut of the business districts—the broker's trap—shall be bridled so that life and limb may no longer be endangered by galloping brokers' steeds careering madly up and down the road at breakneck speed in the most congested areas so that our friend the broker may the more easily chase the nimble dollar.

For years the local traffic regulations have been rigorously enforced on every one except the brokers, who have naturally come to regard themselves as a privileged class beyond the reach of the law. Their well-fed and sleek trap-pomies have cavorted and pranced about the Wall Street of Shanghai—Kikung Road—while traffic policemen have looked the other way. But all this is to be

(Continued on Page 16.)

## INTERPORT GOLF TEAMS.



The above group photograph, taken in Manila, shows the Hongkong and Manila interport golf teams which competed in the recent match. Manila won by a big margin.

## ARGUING OVER WAR LORDS IN CHINA.

## PRINCIPAL INDOOR GAME OF PEKING.

## THE "TRUTH" ABOUT CHINA.

Peking, Nov. 5.

Foreigners resident in China have two principal indoor amusements, talking politics and writing letters to various publications. And the two often go hand in hand.

A dinner party in Hongkong, Shanghai and Harbin, or any other city of China where foreigners foregather, usually is as replete with political gossip as with food—and the average foreigner in China eats well.

Diplomats, missionaries, business men and adventurers all talk politics or near-politics incessantly, and the new-comer in China finds himself hopelessly confused with a rattle-fire of names, dates, generals, bandits, cities and wars and threats of war which blend into a cross-word puzzle of understandable jabber.

Nearly every foreigner in China has a positive opinion on the thousand and one serious problems which confront this problem-ridden country and if any other guest at any dinner party disagrees with him, he lets off steam as soon as he gets home by writing a letter to the Press.

## Chain of Argument.

The result, of course, is an endless chain of argument. Debate starts in the newspapers or at a dinner party, is continued at the next dinner party and in the next newspaper, and so on continually. Every Chinese leader has his champions and his detractors and one may hear in any given week that Feng Yu-hsiang is a true Christian and a real gentleman, or a whiskered Bolshevik and proven traitor. Generalissimo Chiang Kai-shek is at once the hope of China and the protector of foreigners and a blood-thirsty executioner who maintains his power by virtue of the executioner's sword.

There are literally scores of foreigners in China who can tell one "the truth about China" but strangely these truths are nearly always contradictory if not diametrically opposed.

## Letters To Newspapers.

The confusion is such that even the writers of letters to the newspapers at times are in doubt. A correspondent of one newspaper, for example, was worried about the fate of a Chinese friend and wrote the editor:

"Some time ago we read in your paper that General Chin Yun-so of Kikungshan has been invited by Marshal Feng to a dinner and afterwards executed. Now we learn from the same paper that General Chin is leading his army as before under Marshal Feng. If that is so he surely can't have been killed by him. Will you kindly inform us the real truth about the matter?"

In reply the editor admitted "it is hard to estimate the reliability of the Chinese news agency dispatches alleging the execution of

(Continued on Page 16.)

## SINGAPORE MALAY SETTLEMENT.

## 6,200 ACRE SCHEME ANNOUNCED.

## A BIG RESERVATION.

The Straits Settlements Government Gazette contains a notification that 6,200 acres of land in the mukims of Paya Lebar and Ulu Bedok are to be acquired for the purpose of a housing scheme for Malays of the poorer classes in Singapore.

This is the culmination of an insistent agitation for the establishment of a Malay settlement in Singapore, where, it is said, the Malay kampongs are gradually being driven farther and farther out into the country owing to rising rents and land values, and local Malays experience great difficulty in finding housing accommodation within their means. Recently a committee was appointed to consider the problem, and this acquisition of land presumably follows upon its recommendations to Government.

The area of the new reservation is defined as follows:—All that portion of land bounded on the south by the Changi Road and the southern boundaries of the mukims of Paya Lebar and Ulu Bedok, on the west by a line starting at a point at the 4½ mile on the Changi Road and thence northwards to the northern boundary of Paya Lebar mukim. On the east by a line starting at the seventh mile on the Changi Road and thence northwards to the northern boundary of the mukim of Ulu Bedok; on the north by the northern boundaries of the mukims of Paya Lebar and Ulu Bedok.

## Malay Council Member's Views.

The Hon. Inche Ennus, the Malay unofficial member of the Legislative Council, told a Straits Times representative that the land to be acquired was very suitable for a Malay reservation. It was mostly planted with coconuts, and well-drained. Access to it was afforded by buses along the Changi Road, and the roads that were to be made through the settlement would also be used by the buses.

The settlement would be run on the same lines as the Malay reservation at Kampong Bahru, near Kuala Lumpur. Malays would be given specified small areas of land at a monthly rental, schools, mosques, roads, and other amenities would be provided gradually, and the development of the settlement would be regulated by proper sanitary and spacing arrangements.

It was not expected that the whole 6,200 acres would be required immediately. They expected to start with 1,000 Malay families, but there were about 50,000 Malays in Singapore, including Javanese, Boyanese, Bugis, and so on, and it was likely that the whole of the area would be required eventually.

As an example of the difficulties met with by Malays owing to rising property values Inche Ennus mentioned the Malays who were living on the land around the trolley bus terminus at Geylang, which land was becoming steadily of more value.

"The Malay community are very grateful to the Government for creating this settlement," Inche Ennus added, "and it will help very greatly to improve the lot of the Malays in Singapore."

## THE KUOMINTANG CONFERENCE.

## INTRIGUES BEHIND THE CANTON IDEA.

## GENERAL LI OPPOSED.

The arrival from Shanghai at Canton on Wednesday of some Kuomintang "Leftist" politicians, including Messrs. Ku Man-yu, Wang Fa-ken and a few others, caused the sceptics to conjecture that the proposal of Mr. Wang Ching-wai, the new Chairman of the Canton Political Council, to call a fourth session of the Kuomintang Conference, would soon materialise.

Since the number of attendants required by the Kuomintang rules for the holding of such a Conference, must be at least nineteen Commissioners of either the Kuomintang Central Executive Committee or of the Supervisory Committee, and since at present in Canton there are no fewer than ten Kuomintang Commissioners, there is a likelihood of the necessary number being present before long.

Kuomintang Commissioners who are in Canton are Messrs. Wang Ching-wai, Chan Kung-poh, Ku Man-yu, Kam Nai-kwong, General Li Chai-sum, General Wang Shao-hung, General Li Fuk-lan, Messrs. Chan Shu-jen and Wang Fa-ken, and Mrs. Liao Chung-kai.

According to a Canton report Messrs. Chu Min-yi and Tai Chiu-tai, the president of the Chung Shan University in Canton, are also said to be coming back to Canton from Shanghai soon. They are both Commissioners of the Kuomintang, and the likelihood is that they may attend the proposed Conference.

Another Commissioner who is on good terms with Mr. Wang Ching-wai, and consequently may consent to attend the Conference, is Mr. Hyang Shih, who is now in Kiangsi.

However, the holding of this Conference depends a good deal upon the attitude of General Li Chai-sum, who, it is said, is on good terms with the Nanking Kuomintang politicians and militarists. As most of the Kuomintang members of the Nanking faction objected to the holding of such a conference at Canton, the arguments of the "Leftist" faction regarding this conference may very likely fall on the deaf ears of General Li.

## An "Impossibility."

According to another Chinese report, which refers to the many "impossibilities" of the holding of such a Kuomintang session in Canton, it is stated that the motive of the Canton "Leftists," who are sponsors of the Hankow faction, for the holding of a Canton conference, is that they desire to prevent General Li Chai-sum's sending an expedition to Hankow on the one hand, and on the other hand, they wish to repudiate the Nanking Kuomintang Special Committee by the calling of such a Kuomintang meeting in Canton.

In connexion with this, it explains why Wang Ching-wai, the "Leftist" leader, showed his strong disapproval of General Li's organising an attack on Tang Seng-chi.

But General Li has good reasons for taking such a move regarding

## ROBBERS TRAPPED AT SINGAPORE.

## SENSATIONAL POLICE CAPTURE.

A party of armed robbers who raided a Bukit Timah residence on Friday evening last, walked into the arms of a party of waiting Police.

Three of their number were captured after a short and sharp scuffle in the course of which the only shot fired by them passed harmlessly over Inspector Smith's head.

The house is that of Mr. C. O. Tan, at 309, Bukit Timah Road. Acting on information received from Mr. MacMillan, assistant Superintendent of Police, and Inspector Smith and a party of police went to the house.

Mr. MacMillan and a number of his men took up position surrounding the house, while Inspector Smith and the others of the party stationed themselves inside the house.

This was at about 6 p.m. The front door was left invitingly open, and at 6.40 in marched the expected visitors.

They crossed the verandah into an inner hall. Inspector Smith and his men, from the bedrooms on either side rushed out.

The robbers turned and made for the front entrance, only to find a number of Mr. MacMillan's party coming up the front stairs.

As stated, the scuffle was short and sharp, the shot that was fired being apparently that of one of the escaping men as he leapt over the verandah rails.

The men were produced before Mr. N. D. Mudie, sitting as Second Police Magistrate, the following morning and were remanded.

## Robbery Frustrated.

Mr. Yong Fook, of the Police Department, on emerging from his Club in Pagoda Street on Friday night, noticed five men, as he thought in conversation.

On getting nearer, however, he saw that three of them were holding the fourth, while the fifth was going through the held man's pockets.

He pluckily went to the victim's assistance and was successful, not only in preventing the alleged robbers' getting away with any money, but also in seizing one of their number.

The Green Room Club, of which practically all the leading actors are members, is 50 years old. The jubilee will be celebrated by a dinner at the May Fair Hotel, at which about 400 people are expected to be present. Sir Gerald du Maurier will preside. The club was started in 1877 in one room in the Adelphi. W. C. Mr. J. R. Crauford, now in his 78th year is the one original member left. Dame Madge Kendal, next to Dame Ellen Terry—there is one year between them—the senior actress of the English stage, will be the guest of honour.

## HOW MUCH DO YOU KNOW?

## TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 18 of this issue.

- 1 What is a lirrripoo?
- 2 Who was the first rich father to endow sons and daughters alike?
- 3 Where is the Longships light-house?
- 4 What are the usual names for a spink, a duncock, a bubbly-jock, "the Attie bird"?
- 5 Which Shakespearean heroine was a good cook?
- 6 What grand constellation is visible at some time of the year in every part of the British Empire?
- 7 What is a waspenake?
- 8 What is the correct sense of "confection" applied to clothes?
- 9 What year in the last century was marked by the appearance of the most splendid known Comet?
- 10 Name the Englishman who was represented as a saint in the chapel of Coucy-Chateau?
- 11 What are the Cumbraes?
- 12 What great poet wrote rhymes, revised rhymes, and reverted to rhymes?

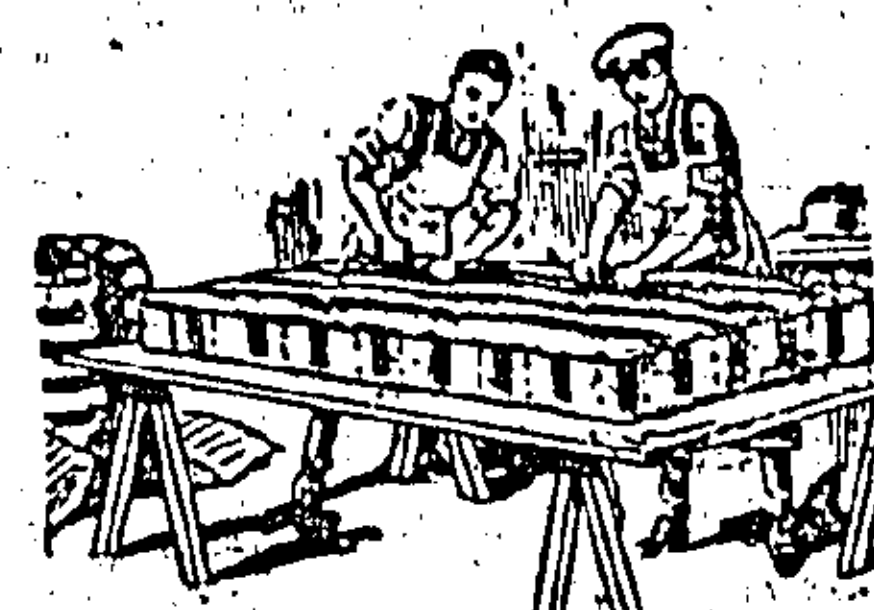
the expedition, as it is generally known that he not only is on the side of the Nanking militarists like Generals Li Chung-yan and Pei Chung-hsi, but that he and the two latter generals are strong allies.

The two generals were once not only supporters, but subordinates of Li Chai-sum. The trio are known as leaders of the famous "Kwangai clique."

However, much depends upon the turn of events in the war between Nanking and Hankow, and since the latest information tends to show that Nanking is on the winning side, and that some of the latter's troops are making attacks on Hunan, the probable outcome will be that General Li Chai-sum will send an expedition to Hunan, and the holding of a Kuomintang Conference in Canton will be an unfulfilled dream.

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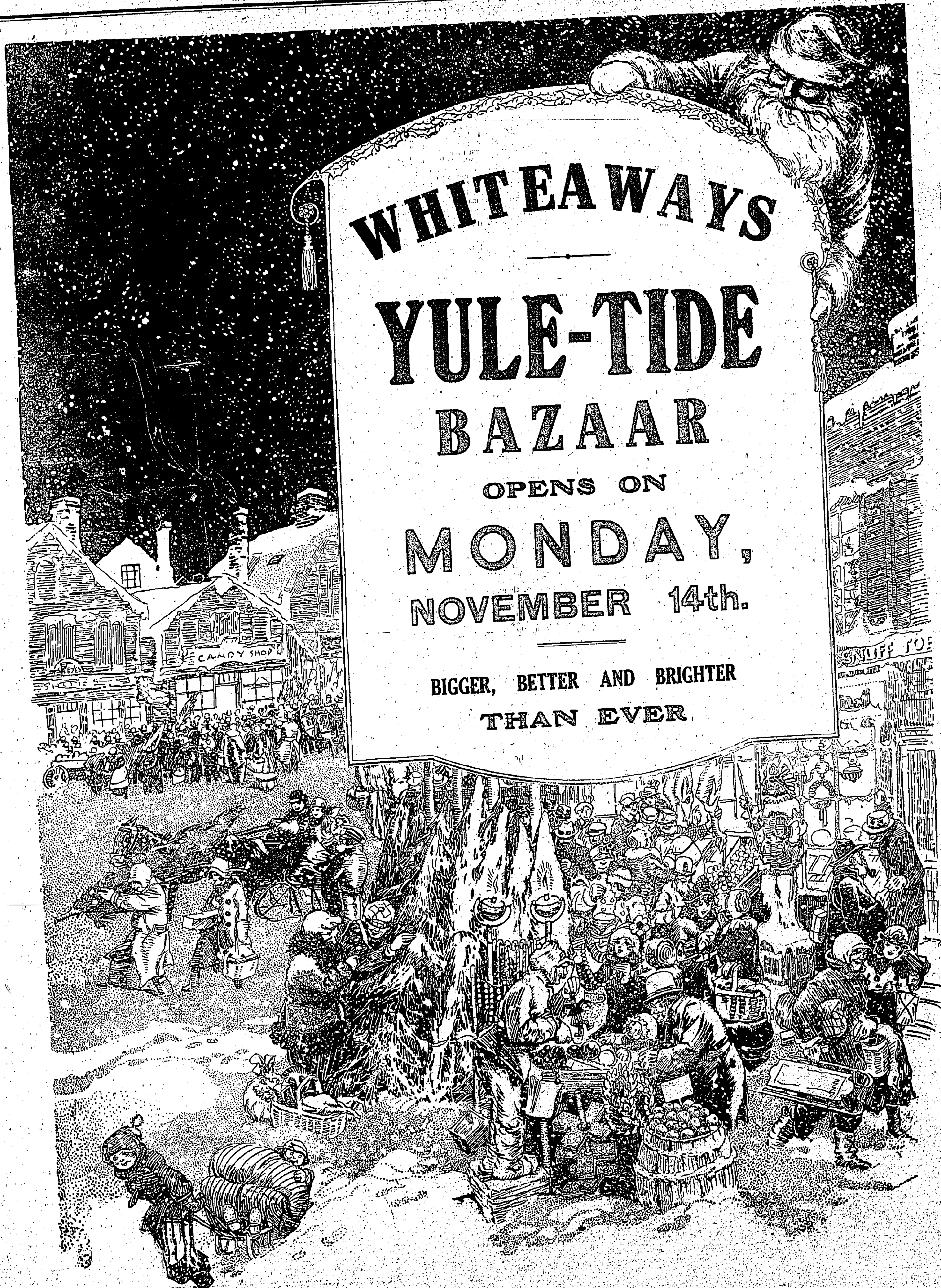




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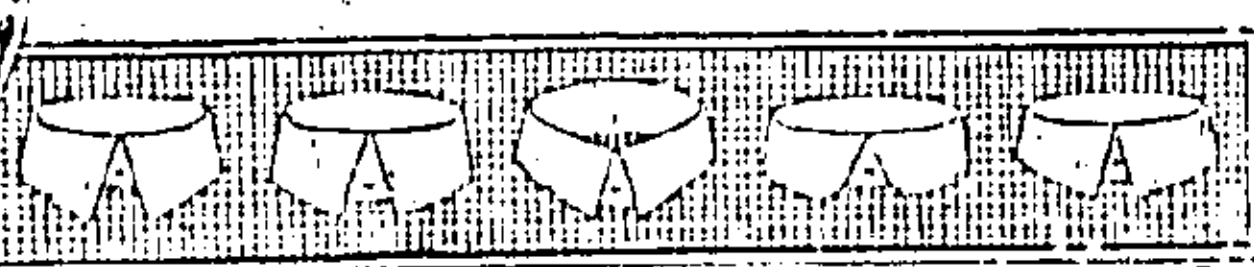
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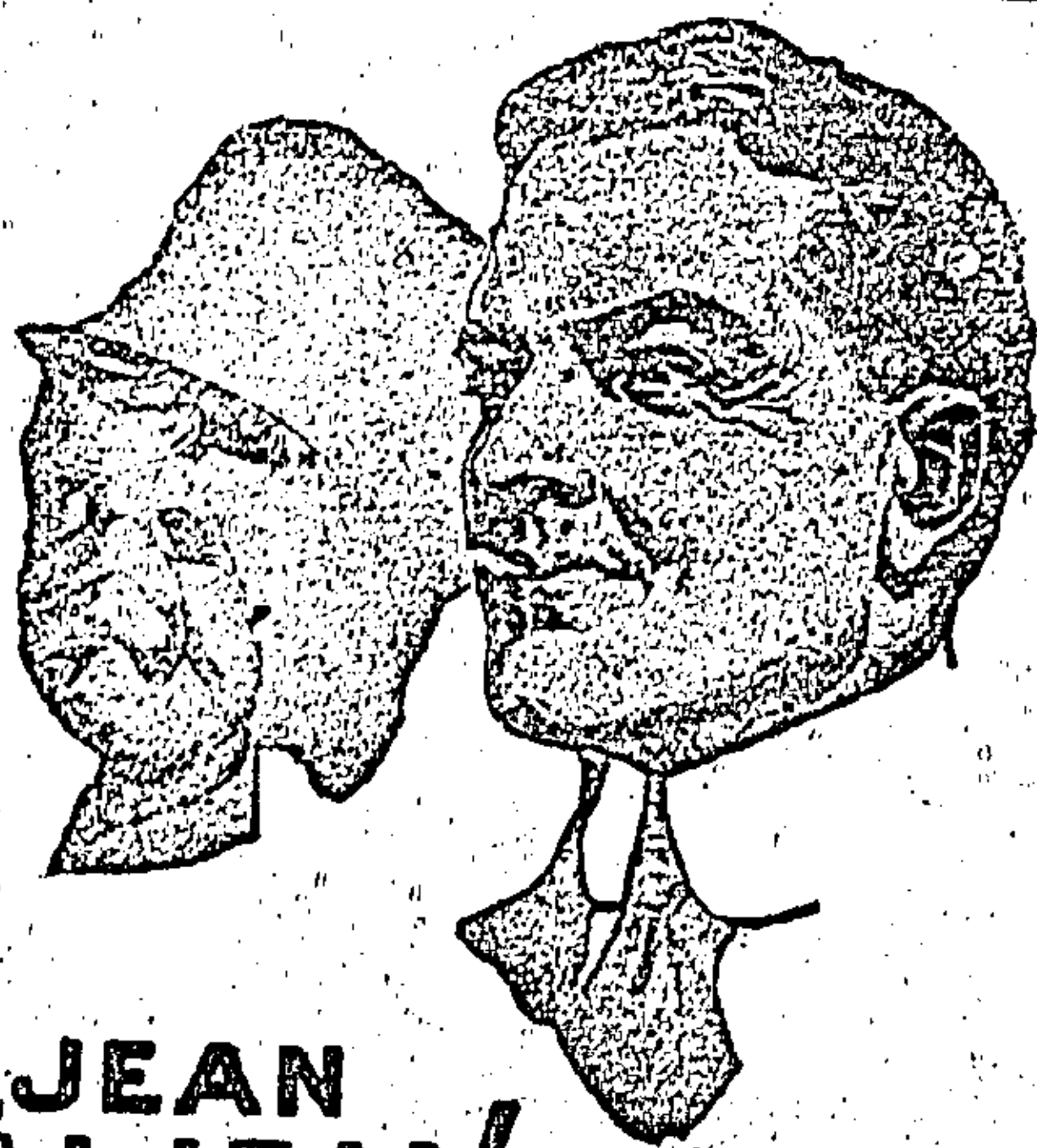
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## WITH THE STARS AT HOLLYWOOD.

LATEST NEWS ABOUT THEIR DOINGS.

### DOLORES DEL RIO AGAIN.

Hollywood: "Is it burlesque?" seems to be the thought uppermost in the minds of film producers these days, with the trend toward bigger and funnier pictures. Charley Chase is one comedian who doesn't always agree with his boss, Hal Roach, however. And when there's a difference of opinion as to what should be done, Charley usually has his way. The comedian is one of the few comedy stars who insist upon sincerity in their stories and characterizations. Chase will not work in a story with impossible angles and he also abhors freaky make-ups.

"My dominating idea in comedy work is to make everything believable," he declares. "I like to think that every man in an audience could imagine himself in my character—and also in the same situations."

"As soon as a character is burlesqued or dressed in an impossible manner, the sincerity of the story is lost. For example, if we are using an Indian in a film, I want him to be an Indian. The idea of making him up with a set of impossible whiskers because some persons might consider the make-up funny is all wrong."

"Many comedies in my opinion are ruined by this tendency to exaggerate stories and appearances of the characters. I don't mean that there should be no exaggeration whatever because sometimes situations must be stretched a little. But the burlesque stuff is out as far as my films are concerned."

Chase has followed his ideas pretty closely himself and Charley is what Hollywood terms a success. He has just completed a two-reeler based on aviation, it being one of the dozen flying "quickies" made since Lindbergh's sensational achievement.

### Miscellaneous.

Wandering around the cinema town: Tom Geraghty and his daughter, Carmelita, just driving. Carmelita, like her father, has done a lot around the movie studios. She's working in comedies now, but her ambition is to become a Cecil B. DeMille star.

Grauman's Egyptian theatre, six months ago one of the most famous movie houses in America, only the best of Hollywood's products were shown there. Now it has become a second-run theatre. Mary Astor and Ben Lyon going into the Montmartre. Mary's pictures certainly don't belie her beauty. She is a lovely creature, even though sometimes a bit upstage.

Marion Davies driving toward her studio. Wonder if another star will ever have as palatial a dressing bungalow as she has. Marion Nixon and Laura LaPlante going into Henry's. Henry, one of Charlie Chaplin's staunchest friends, has the second best-known cafe in the film hamlet. There go Jack Hoxie and Nina Cavalier. Sally Rand talking to Jim Mitchell, a newspaper writer.

Here comes Colleen Moore. Who does insist upon telling me of her exciting vacation in New York. Colleen walked out on First National when her husband, John McCormick, quit, and she returned at a salary \$2,500 a week higher than her previous one. A few actresses in Hollywood could get away with it, however. Sally Eilers and Matty Kemp coming out of a neighbourhood theatre. They sure make a good looking couple. Almost another Janet Gaynor-Charley Farrell combination.

Dick Arlen and his bride of not long ago, Jobyna Ralston. Dick and Jobyna played the best love scene I have ever seen for "Wings" just three hours after they were married. And it all landed on the cutting room floor. Corinne Griffith going into the United Artists studio. Clara Bow with her red hair flying in all directions as usual.

### Fox Productions.

William Fox is continuing to show other film producers how to make money. Right now he has two pictures in preparation that will be sequels to two of the biggest money-makers in screen history. Laurence Stallings and Maxwell Anderson are now busy writing "The Cock-Eyed World" as a sequel to their "What Price Glory." Raoul Walsh, who directed "What Price Glory," will again handle the megaphone and his cast will include Dolores Del Rio, Victor McLaglen and Edmund Lowe.

Fox's second smart move was to pair Charles Farrell and Janet Gaynor for the second time. In "Lady Cristillinda," Frank Borzage, who directed them in "Seventh Heaven," will again do the bossing. Borzage can get

## "RAG" MELODRAMA.

UNDERGRADUATES AS FILM PRODUCERS.

London, Oct. 14.

Two films presented yesterday at a trade performance at the London Hippodrome, W.C. "Silence" and "Saucy Suzanne" form a singular contrast.

The first is not only a British film, but also one produced by a group of Oxford undergraduates at a cost of only £300. It deals with the cure of a girl—Countess Ina Bubna takes this part—who is dumb, the cure being obtained by shock.

The producers, Messrs. Hugh Brooks and John Greenidge, describe the film as a two-reel melodrama in a fantastic setting. The trouble with it is that it is a little too much of a 'varsity production, a little too much of a "rag." You must have a 'varsity training or something pretty equivalent to appreciate the edifying about of the film in melodramatic scenes which laugh at themselves. The general public will be puzzled. On the other hand this short picture is full of alacrity and effort. It needs more sub-titles to rescue it from point to point as it is.

The boyish haphazardness of this film is far superior to the cheap sophistication of "Saucy Suzanne," a German Ufa production. Here we have accomplished picture-taking wasted upon a story centring round an actress who loses some of her underclothes. An unpleasant note runs through this film and the attention of the film censors might well be directed to some of the sub-titling. Altogether the piece is a melancholy example of the employ sometimes made of the cinematographic act.

"A Woman in Pawn," a new Gaumont British film shown privately in London yesterday, is based upon a play by Mr. Frank Slatton, and proves that Britain can hold its own in the production of good "feature" films.

more out of those two "kids" than any other director in filmland.

Everyone in Hollywood has a hobby. Robert Edson's is collecting hats. He now has more than 70 varied styles of headgear. And he has used all of them at one time or another in pictures.

Zion National Park, Utah: Hollywood—for a moment.

Such is a fitting description of a canyon here, high in the mountains and 65 miles from the nearest railroad station. It is here, in the most gorgeous setting imaginable, that a small band of movie folk are filming part of Helen Hunt Jackson's novel, "Ramona."

Edwin Carewe wanted the most beautiful country possible for some of the scenes in "Ramona." So he spent several weeks scouring the mountain regions of Utah and Nevada and finally picked this spot. The company arrived a few days later, travelling first by train and then by auto.

### Movies Move On.

Now, this particular section of the park has the appearance of a movie studio. An exact replica of the hacienda mentioned in the book has been built here. Klieg lights are scattered around with portable dynamos to furnish their power. The usual supply of cameras is much in evidence. A three-piece orchestra is here. Make-up, puttees, megaphones and make-up boxes complete the cinema atmosphere.

Carewe spent a lot of money to bring his crew up here, but it was well spent—despite the economy wave which is supposedly sweeping the celluloid colony. Words fail when it comes to describing the scenic wonders that will serve as a background to Miss Jackson's love story. Only a camera can reveal those towering stone walls as they are.

Dolores Del Rio, who scored such successes in "What Price Glory," "Resurrection" and "The Loves of Carmen," is even more lovely as Ramona. She is a "natural" in that role.

### Baxter Fools 'Em.

There was considerable talk in film circles when Warner Baxter was signed to portray the young Indian, Alessandro, one of Ramona's lovers. Movie folk said that Baxter wasn't the type for an Indian. But he fooled them.

It seems that most large productions these days bring to light new "discoveries." This one is no exception. Roland Drew, former New York newspaper reporter, who has been hanging around the film town as an actor for the last two years, is at last "coming out."

In coming to Utah, to film sequences of a story supposedly laid entirely within a hundred miles of Hollywood, Carewe is merely following the precedent of other producers. They are all gifted with a complex that almost forces them to change the stories for which they pay big prices. However, the film will be far more picturesque here than it would be possible to make it in southern California.

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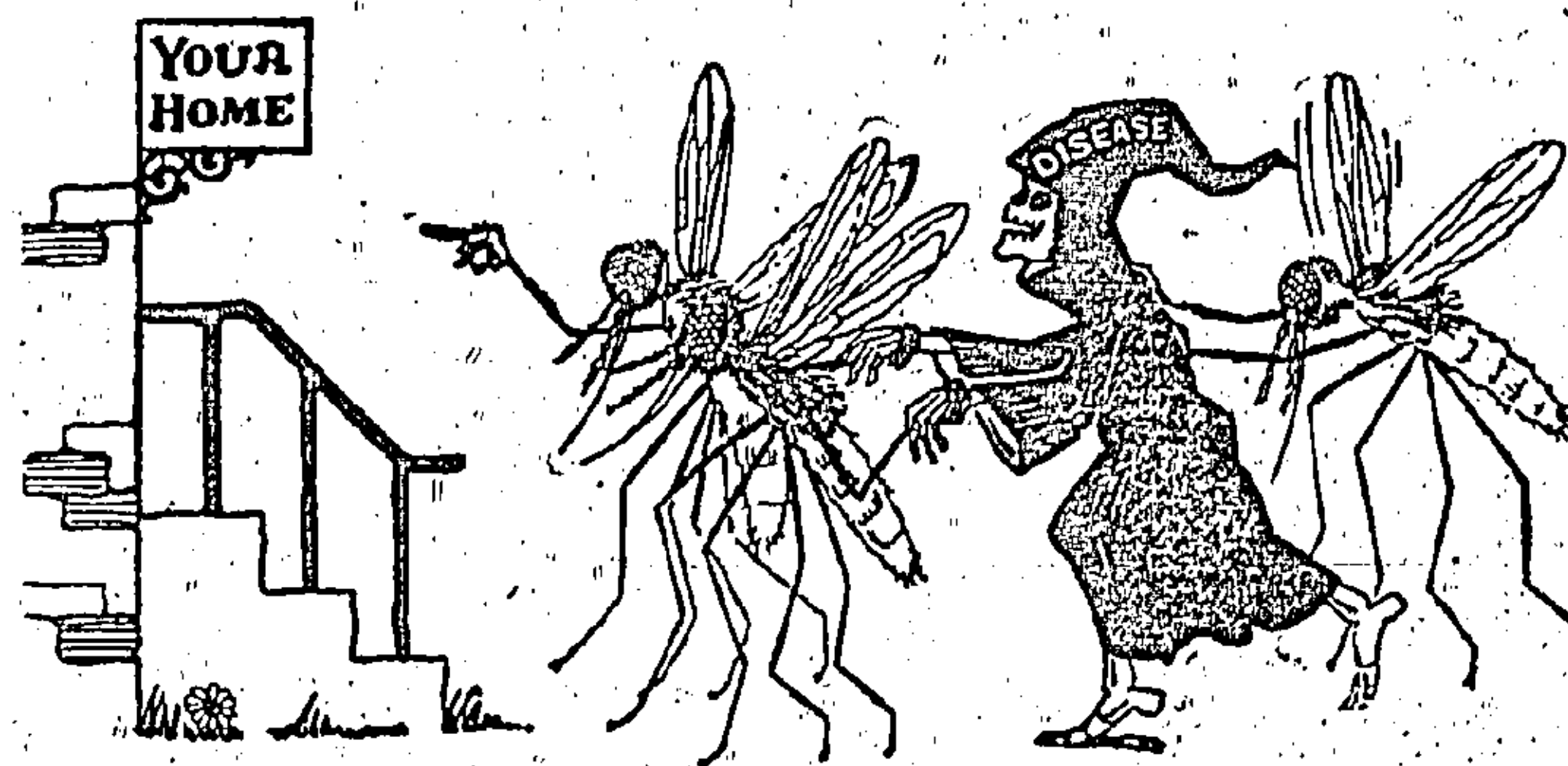
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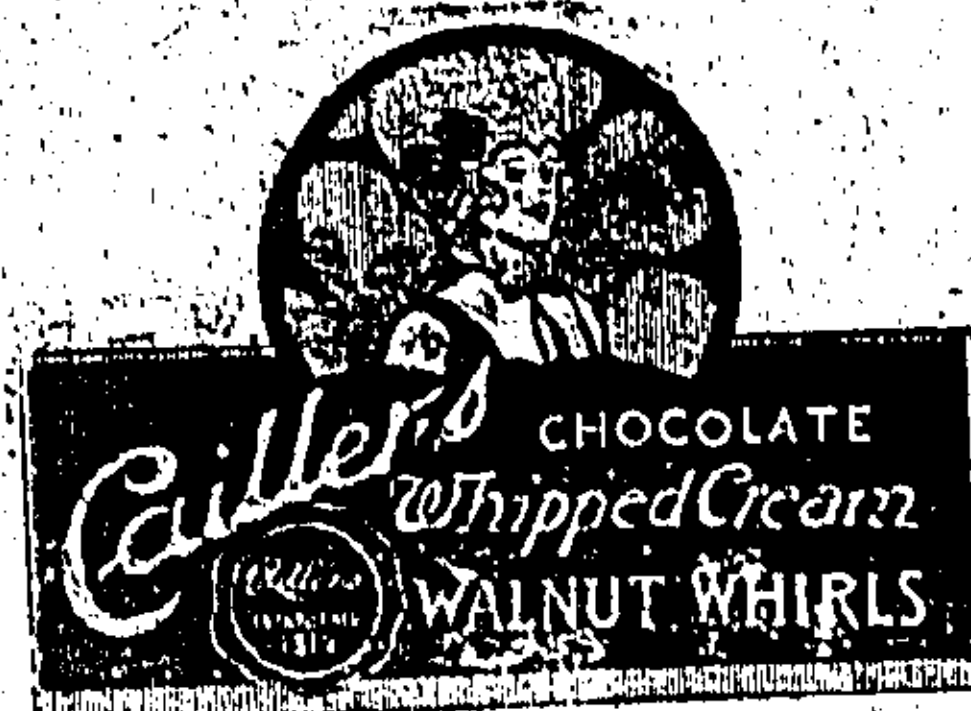
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# WOMAN'S World



## MANY DIAMONDS.



The formal season brings with it this new type of tiara fashioned of blue diamonds.

## FASHIONS FROM PARIS.

The latest models from the important Paris houses show several distinctive points which are chic and interesting. Jenny's new wool tailors show a decided tendency towards a waistline. Instead of a separate skirt and blouse, her models have a long blouse on which is fastened a very short and narrow skirt joined at the hipline.

### Sports Ensembles.

Lelong is showing sleeveless sweaters with nearly all his sports ensembles, which generally have a different material for the dress and the coat. A green tweed coat, for example, has a dress of green jersey, and a sleeveless sweater of knitted green wool.

The Lelong evening dress which you can see in the photograph combines white satin crepe and white panne velvet with sparkling jewel embroidery. The spiral effect of

## MODERN JEWELLERY.

### MATRIX AND CHINESE STONES.

Jewellery of one sort or another is a necessary item of dress for the smart woman to-day. But jewellery does not of necessity mean real gems. With the coming of the fluffier more feminine mode, a glittering array of synthetic jewellery has come into being. The most smartly tailored dresses are incomplete without a buckle or a tag of diamond ruby, emerald or rhinestones and the favourite short necklet of pearls has almost reached the status of a necessity rather than what is truly a charming accessory.

### Valuable Jewels.

Taste in jewellery differs among different nations. The American woman wears more than her English or continental cousin, and unlike them, she frequently wears stones of a greater intrinsic value. There are certainly many strings of real pearls worn in both London and Paris, but with the exception of rings and earrings, very little other valuable jewellery is worn except on special occasions. There are many more famous necklaces, bracelets and tiaras, safely stored away in banks than one would guess from the glittering displays at big social functions. The fact is that most women now-a-days prefer to wear perfect replicas in place of their heirlooms, since they can then enjoy comparative peace of mind and there is no stigma attached to the use of synthetic jewellery.

### Synthetic Jewels.

It is a misapprehension, however, to call this modern jewellery false. Pearls made by the culture method are none the less genuine although the oyster has been artificially stimulated to produce them; and in appearance they are identical, even under the casual inspection of experts, to the real pearl. Emeralds, rubies and most coloured gems can be made with a coating of the actual gem dust over a specially prepared foundation. There is then a want of depth and purity of tone that can only be detected by the expert, but to the untrained eye their appearance is all that can be desired.

### Non-Glittering Stones and Matrix.

With the growing trade in ensemble jewellery and the ready acceptance of manufactured gems, the less valuable stones and matrix have come into renewed favour.

We are particularly lucky here as these charming necklaces of mixed Chinese stones can be bought very reasonably as well as jade, crystal, amber and coral.

All over the East small unset stones can be purchased more cheaply than at home, and there is now a flourishing industry concerned with the setting of customers' own stones or beads according to their particular fancy.

### The Importance of Jewellery.

No one can deny the supreme importance of cut in the new season's fashion, but jewellery plays also a very important part. An unassuming dress may gain in importance by the addition of a buckle, belt or pin, of real or synthetic gems.

The fashion for beads and ensemble jewellery is very helpful in yet another way to those whose wardrobe is somewhat limited, for with the assistance of a different set of jewellery one frock may be made not only to serve a variety of purposes but to look entirely different.

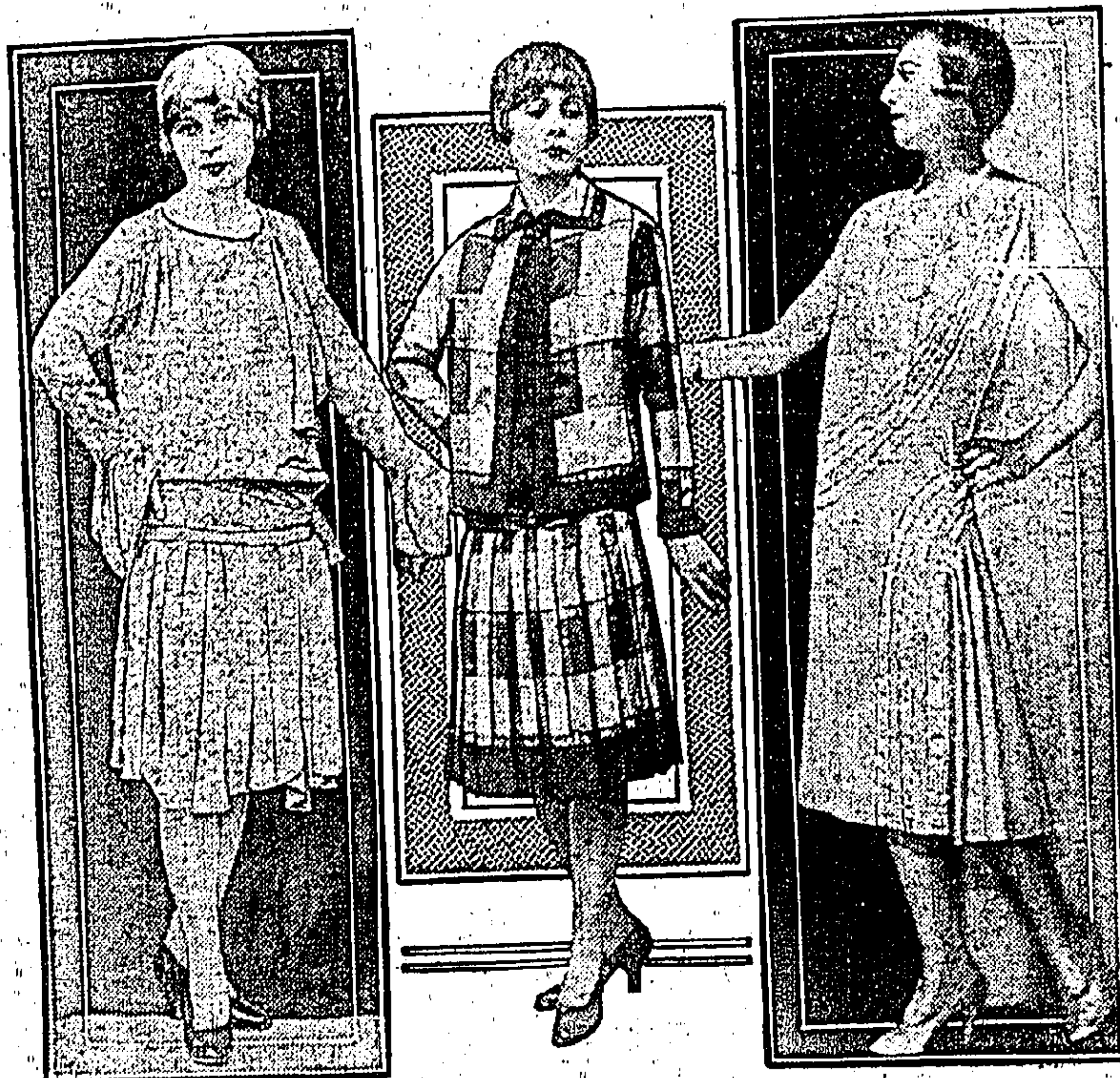
and made as simply and severe as the tailleur in wool, but the blouses to accompany them are very frilled and feminine having the most exquisite hand embroidery and hemstitching to finish them. Tiny bands of white chiffon or crepe-de-chine set together with faggoting are very smart for fronts and cuffs.

A Premet taffetas suit has a jacket and skirt of blue and white in very large checks. The short straight coat is bound with navy blue and has a blouse of the same coloured georgette. The skirt is finely pleated all round.

Most of the suits shown to-day in Paris have high necked blouses to wear with them. Jenny is particularly featuring the collar, if there is no collar she achieves the same effect by scarf ends that are tied closely about the throat.

## WHAT IS NEW FROM PARIS.

### SPORTS AND AFTERNOON ENSEMBLE.



Left, flowered chiffon with jabot and flaring cuffs; centre, taffetas jacket suit, blue and white; right, evening frock of white satin crepe and a white panne velvet.

## OVER THE TEACUPS.

London, Sept. 29.

This row of three little maids wearing hats from Bond Street is designed to give you an indication of the new season's fashions in millinery. I heard it remarked the other day—and very truly—that although there is apparently a sameness about our modern day hats, they "date" just as easily as the ornate ones of the past did. I proved this by digging up a hat bought about five months ago, but in perfectly good condition, but owing to some vague transition which has taken place, it looked positively archaic. So there is no use in thinking that the "little" hat is economical. Good ones aren't cheap, and fashions change rapidly. (The milliners see to both these points). Their advantages are of course too obvious to need repeating here: their smartness and neatness—and for this climate, their suitability.

Of course you will apply your own colour schemes, but that number one (at the top) is a beautiful pale grey felt, as much like a poke bonnet as anything seen this side of the Victorian era, encircled with bands of sapphire blue velvet. The middle helmet (which, to be frank, would suit only one woman in a thousand) is of black tulle with a wide gold metal trimmings at the bottom, as illustrated. The lower one is a mixture of red and beige—beige for the hat, and checked colours in the band. Madeleine, being an advocate of the process of the process of killing two birds with one stone, has also given us what she terms: "Three smart ways of wearing a scarf." The first is a large oblong of blue and grey dotted foulard, fastened on the shoulder with a blue enamel brooch. This idea is effective if you don't happen to require any warmth from the scarf. The second one is more practical, as you will see, and is ideal to supplement a collarless coat. The third is a square of French printed silk (beige and red in this case) to be worn with the hat) worn stock fashion.

The other drawing is a little jumper which recommends itself to me—and to you also, I hope—because it is so simple, yet effective. The one sketched by Stephanie is in soft green silk with a stencilled design of leaves and fruit. If you are not an expert at the stencil process, you could work the design in silk or wool. The novelty is in the line followed by the trimming, which is very attractive, and calculated to lend height in the case of a small woman.

### Try This.

I wonder if any of you have tried making fruit salad from the dried fruit one is always inclined to eye with doubt when one sees it in shops? It seems a case for some one else to tackle, and one I'm instead to expensive tins of fruit salad. I find, however, that from any store one can purchase, pears, nectarines, apples, apricots and prunes dried. Of course we have always had prunes, but it is the other fruit we have been reluctant to tackle, is it not? Well, having got your miscellany of fruit, soak it for twelve hours. Then use



Augustas John, A. R. A.

the water in which the fruit has soaked to make a syrup, allowing half a pound of sugar to every pint of liquid. Stew the fruits slowly in this syrup, but do not let them break. Now if you want this to be really extra special, and you are not "prohibition" by force of circumstances or inclination, a little sherry added in the course of the cooking process will be a wonderful improvement. Whipped cream is the ideal accompaniment to the dish.

While I am on the practical side of things, I must not forget to tell you of an excellent Madeira Cake mixture I have discovered. Its chief recommendation is that it is suitable for the nursery—as well as the drawing room. Cream well as the drawing room. Cream a quarter of a pound of butter and a quarter of a pound of sugar together; then break in one whole egg and beat lightly for two or three minutes; then add another egg and repeat the process in all. Sift into this mixture half a pound of flour very lightly, and add one tablespoonful of milk. This quantity will take about an hour to bake in a moderate oven. If you care to split it up into little moulds and

add water icing, you will bring much joy into the hearts of the juveniles. I am making a collection of recipes for the Christmas party which I will give you when the time comes.

### Is That So?

Our picture is of Augustus John, arch priest of the Chelsoites. Apart from the fact that he is a brilliant painter, he is a personality, and was—before he became a Royal Academician in 1921—one of the most devastating critics of the Royal Academy. It is possible that he still is so—only necessarily with more moderation. He has a country house at Fordingbridge in Hampshire and a villa at Martique, and he divides his time between these and the Chelsea abode, according to his fancy and necessity for inspiration. But it is with Chelsea—where he is a figure known and venerated by the humblest inhabitant, even to Saturday night stall holders—that he is inevitably associated.

It is interesting to note that the Duchess of York, when inspecting a mannequin parade in her native country, where she and the Duke and the little Princess are at the moment staying, expressed her admiration for gowns with long, bouffant skirts. The Duchess's approval is not surprising, for if any type of beauty is suited to the picturesque mode of dressing, it is hers; and all things considered, I think we shall see a revival of the picture frock for evening wear during the forthcoming and Christmas season. A popular actress of the last decade, famed for her chic and style declared publicly the other day that "a woman's ankles look a thousand times better when peeping from a mass of frills. This was said in no prudish sense, but entirely from an artistic point of view. Most of us, deep down in our hearts, will be inclined to concur. But where is the money coming for the frills; both for the purchase thereof and the laundering? In this country, at any rate, laundry charges are so prohibitive that women who keep two or three maids are prepared to economise to the extent of washing their own little crepe de chine "undies" home, knowing full well that the essential laundry, such as, maids', aprons, and caps, and table and bed linen, will, in the normal course of things, amount to about four times as much as a generation ago. Perhaps the word "normal" in the last sentence would be better substituted by "abnormal."

## A BABY AND A CAREER.

### IS WOMAN'S PLACE THE HOME?

"No woman can run a baby and a business at the same time. A baby is a whole time job." Thus said Miss Storm Jameson, but a large number of women manage to do so more or less successfully. Incidentally the novelist is herself a wife and a mother, is she admitting to a badly run baby I wonder?

However this may be, it cannot be denied that many of those women who have had the most successful careers have been mothers and good mothers too. Another novelist, Hilda Vaughan, whose first book "The Battle of the Weak" made a considerable sensation, has produced two children and three books in little over three years. Gladys Cooper has two lovely children who show no signs of maternal neglect; and another actress Mabel Russell, whose photograph with her two small but sturdy sons appeared in a recent issue of the *By-stander*, manages to find time for a third career. She is Mrs. Hilton Phillips, a Conservative member of Parliament.

### The Gift of Motherhood.

The reason is not far to seek. The average woman is mentally and physically incomplete until she has fulfilled her great function of maternity. With womanhood comes a stability and strength which makes her more fitted for a career than her unmarried sister.

The maternal protective instinct is another factor to be considered. Motherhood, the sight of the helpless baby dependent on her, fills a woman with a desire to take a share in the burden of the money providing, to improve her own earning capacity in order that the child may have every advantage that money can provide.

### Storm Jameson and Her Baby.

What exactly does Storm Jameson mean by "running a baby"? She went on to describe in her article from which the opening words of this are taken, a period in her life when she had sole charge of her child. Circumstances were particularly difficult. She was living in a house four or five miles from the nearest shop, domestic help was unobtainable, and she had to run a husband as well as a house and child.

Now this is obviously not a fair case on which to base so sweeping an assertion. Miss Jameson's baby cannot be said to have been a whole time job, or she could not have found time for the cooking or the cleaning demanded by man and house.

### A Well Trained Baby.

A well run baby means a well trained baby, and a well trained baby is not a full time job in itself. There is no reason against, and every reason for, training a baby from the very first to spend the greater part of its day lying in its pram in a sheltered spot out of doors. The baby probably wakes about six o'clock, and should, after its first meal, be content to lie in its cot for an hour till its mother is up and dressed. Baby can then be dressed and put into the pram, to be taken up after breakfast for a bath and a meal, after which it will sleep again for a couple of hours or so. An hour's walk in the afternoon should leave the baby ready for another sleep in the garden and a well trained baby is bathed and in bed by 6.30 at the latest.

With a meal every four hours during the day, two bathing operations, and an hour's walk, even the mother who looks after her baby herself has plenty of energy and free time for other work. A baby is all the better for a little wholesome neglect and a quiet life.

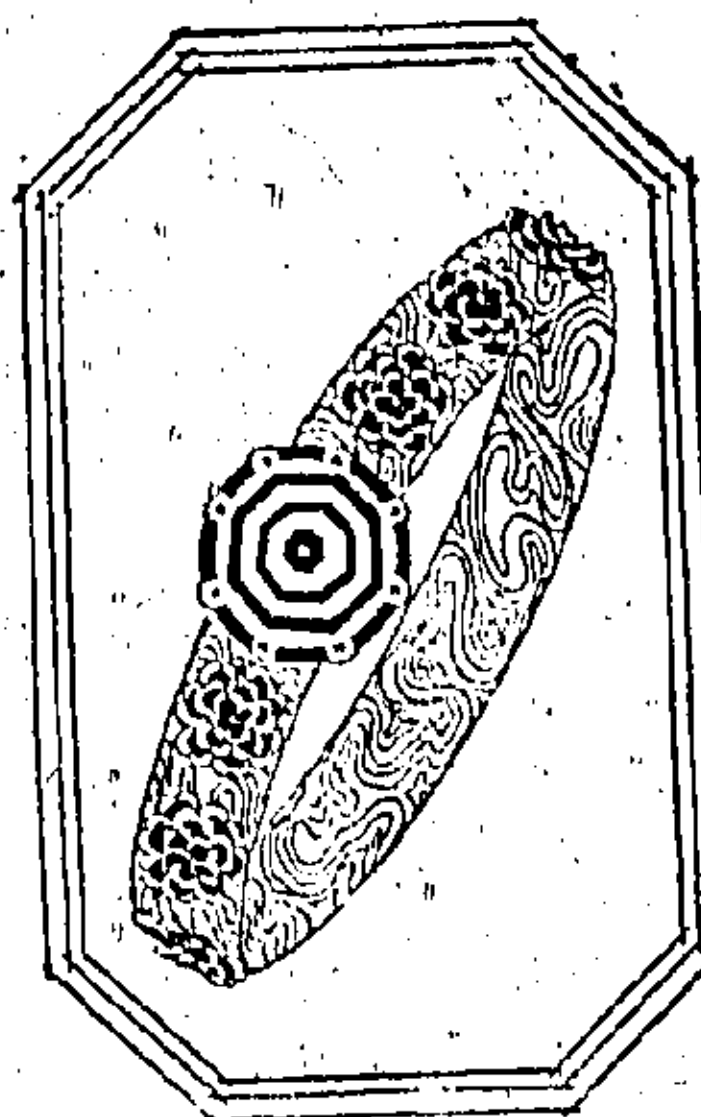
### The Good Chief.

To run a business efficiently does not mean however that you undertake a one man job. The Tai-pan who runs a successful business is not expected to sweep the floors; he has his own stenographer or answer the telephone. That is the mistake so often made when talking of home-making as a career for women. Many of the best run homes and best brought-up children are left to a certain extent to employees. The really efficient chief is not the man or woman who is indispensable, without whom the machinery of the business would cease to function.

### Wasted Brains.

The servantless, nurseless household is not an ideal, it is a necessity. Moreover, many women with a good education and a business instinct are wearying themselves to

## GRECIAN BELT.



A metal spiral belt of Grecian design is the important feature on a new gown by Jenny.

## LIZARD SKIN FOR COATS.

### DYED LIZARD SKINS.

Dyed lizard skin is a Paris novelty which is certain to catch on. Coats of lizard in darkish blue or brown, chic little hat to match, are immensely attractive, and they go well with simple pleated frocks of heavy crepe or very fine serge. You can have your shoes to match your lizard coat, and also your handbag, but in this case the hat should be made of a different material. Matching must be done with great care; it must never be over-done.

### Lizard in Salmon Tint.

One West End manufacturer is selling coats of lizard and python, which can be had in various colours. It is somewhat surprising to learn that salmon shade is "easily the favourite." The cost is from 32 to 40 guineas. Skins for hats and shoes are supplied to match. A well-known Bond-street furrier made a very good imitation lizard skin coat from a sheared sheepskin, lizard markings being easy to reproduce in that particular hide.



A charming little jumper in green silk, stencilled with a design of leaves and fruit. The line of the stencilled pattern is novel, and calculated to give height.

death in a ceaseless struggle to cope with work for which they have not been trained, and which is uncongenial to them because they "cannot afford help," when their half time earning capacity is probably double that of an efficient servant.

Here where servants are comparatively cheap it is even more foolish to pride oneself on running a baby. Amahs are as a general rule excellent nurses and not so opinionated as their English sisters. Besides that there are very few English women who are really fit to take sole charge of small children in a climate which must be trying to health and temper.

No Miss Jameson, a baby should not be a whole time job unless you are very inefficient at it. In which case it is better for the child to engage a nurse who is more capable than you are yourself.



Three new Season's hats and three ways of wearing scarves described in detail by Joan.

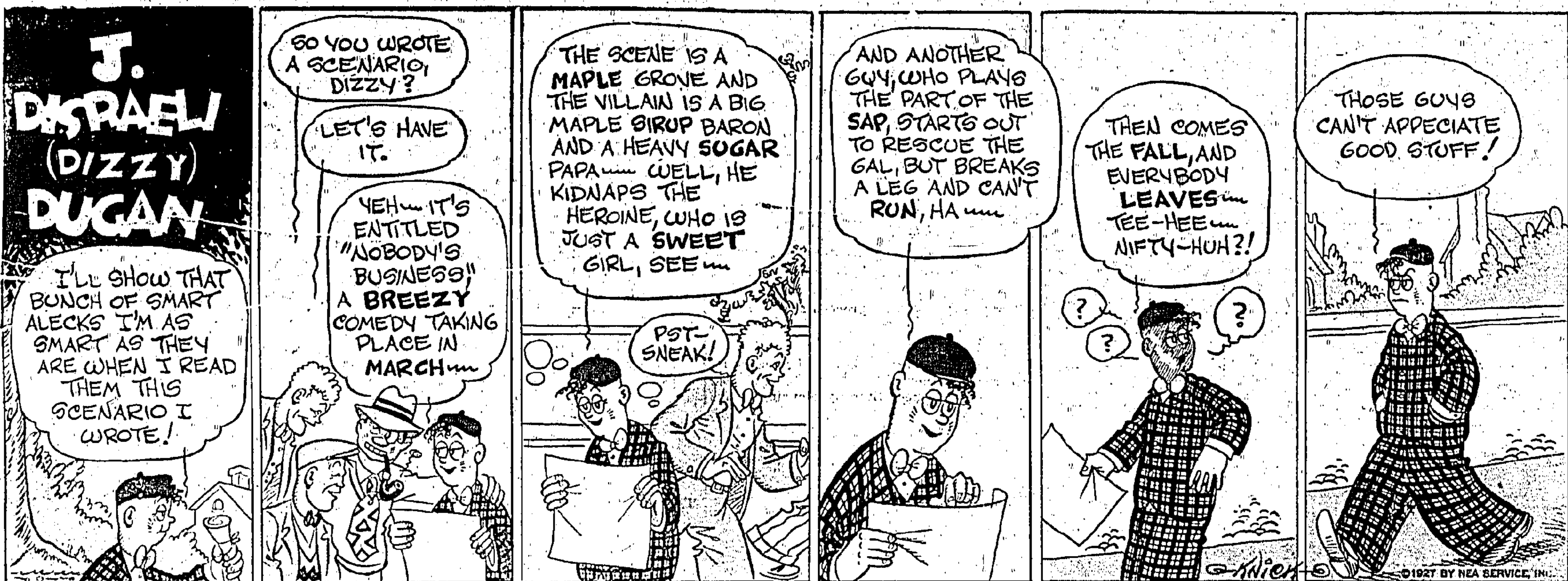
the beading and the velvet is particularly good.

### Taffetas and Chiffon.

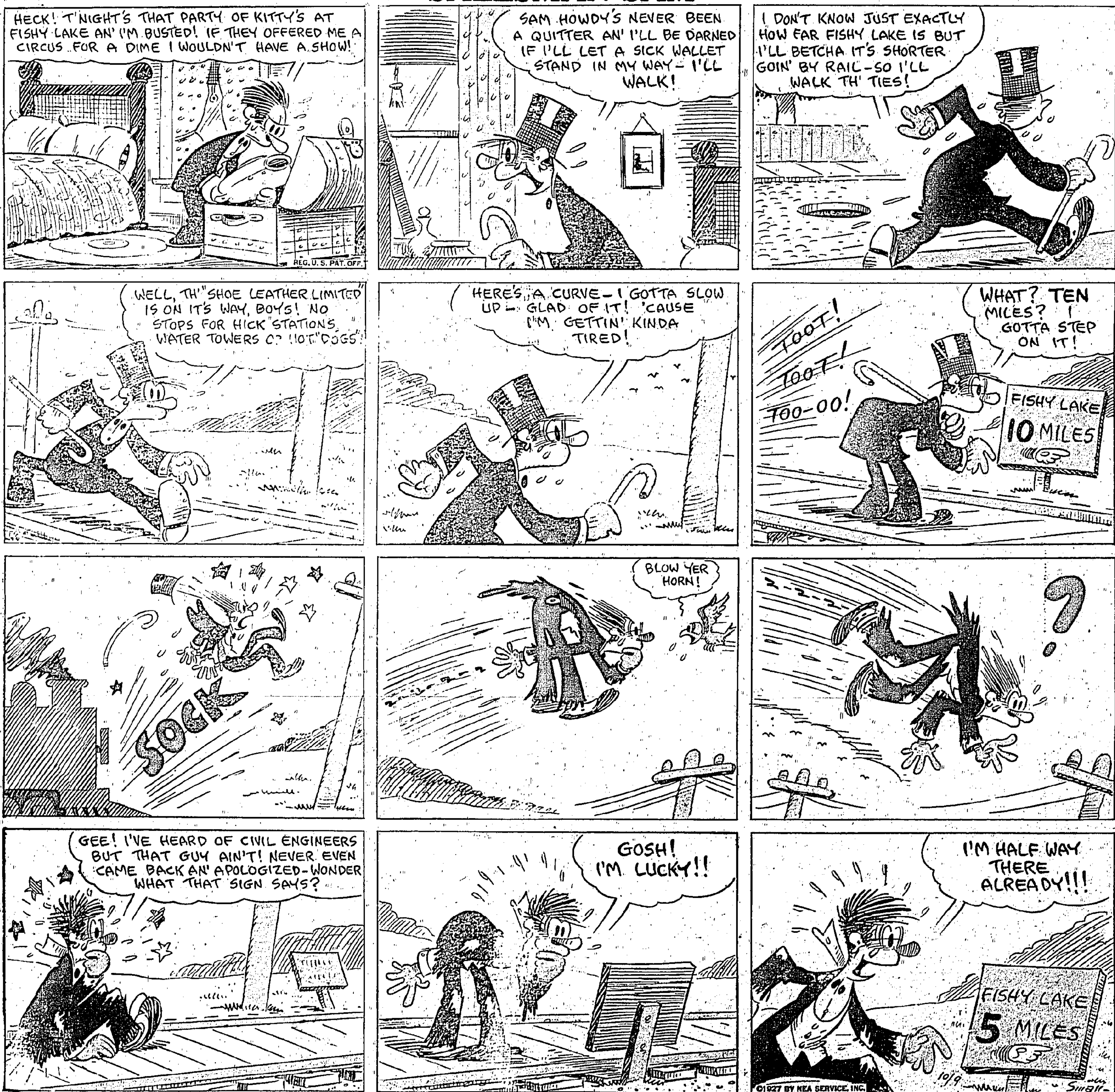
Premet is showing a lovely printed chiffon with a large navy blue pattern on a white ground, bound with *bleu marin*. He also has a lovely red chiffon, with dots of a darker colour, that has the fashionable upward movement in front, and is quite plain behind.

Taffetas suits are every much in vogue. Most of them are black





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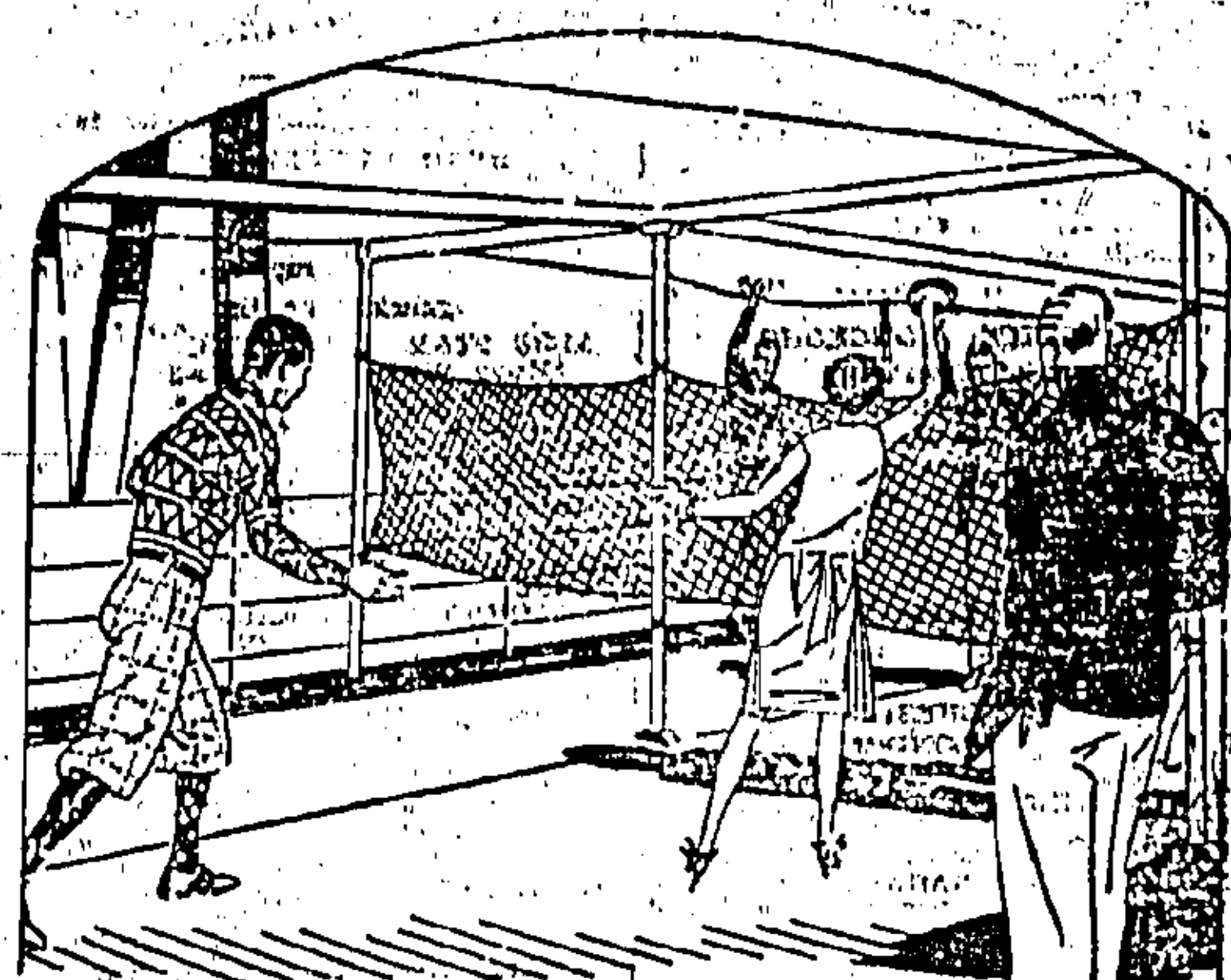
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Pres. Jackson ... Tues. Dec. 20th  
Pres. McKinley ... Tues. Jan. 3rd

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Pres. Cleveland ... Wed. Nov. 29th  
Pres. Pierce ... Wed. Dec. 13th  
Pres. Taft ... Wed. Dec. 27th

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Pres. Polk ... Sun. Nov. 20, 8 a.m.  
Pres. Adams ... Sun. Dec. 4, 8 a.m.  
Pres. Garfield ... Sun. Dec. 18, 8 a.m.

#### TO MANILA

Pres. Lincoln ... Nov. 14th, 6 p.m.  
Pres. Polk ... Nov. 20th, 8 a.m.  
Pres. Cleveland ... Nov. 22nd, 6 p.m.

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ON MONDAY.

## HONGKONG, CANTON & MACAO STEAMERS.

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### CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m. and 12 Midnight.  
Sailings from Canton—Daily at 8 a.m. and 4 p.m. (Sundays 4 p.m. only)

The 4 p.m. Steamer from Canton (SUNDAY EXCEPTED) on arrival in Hongkong berths at Wing Lok Street Wharf. All Steamers will, as usual, leave for Canton from the Hongkong Wharf.

### MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).  
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

SUNDAY EXCURSION 13TH NOVEMBER 1927.  
HONGKONG TO MACAO: 9.00 a.m. "SUI AN"  
MACAO TO HONGKONG: 4.00 p.m. "SUI AN"

Above Sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

## BREAK HEALED.

### CHIANG AND WANG ARE RECONCILED.

Canton, Nov. 11. Marshal Chiang Kai-shek, who is returning to China from Japan will resume active service with the Kuomintang and will co-operate again with Wang Ching-wei. Marshal Chiang and Mr. Wang, who had been the foremost military and political leaders of the Kuomintang had some "misunderstanding" when they were in Canton which was chiefly responsible for the Kuomintang split. T.V. Soong's recent visit to Canton was to arrange for a reconciliation between these two leaders. A personal letter from Chiang was brought by Soong to Wang in which the military leader earnestly requested the civil leader to forgive and forget all wrongs during the past. It is understood that Mr. Soong's visit has been a most successful one for not only are Wang and Chiang willing to co-operate again, but will admit Mr. Hu Han-min into their fold and thus form a triangular alliance.

Speaking before the students of the Whampoa Academy yesterday when Mr. Wang paid the military institute a visit, the Kuomintang leader declared that Marshal Chiang is returning to Shanghai and he expects to meet him there shortly. Mr. Wang pointed out that Marshal Chiang broke with him once when they were both in Canton but when Chiang reached the Yangtze valley he saw the necessity for reconciliation and invited him (Wang) back. When he returned to Shanghai, Mr. Wang continued, he was told by Chiang and Hu Han-min, Wu Chi-fai, and others of the necessity to get rid of the Reds, but they differed as to the methods through which the Reds should be overthrown.

#### Chiang's Foresight.

"Marshal Chiang foresaw that the Reds would cause danger to the Party. I now agree with his methods in dealing with them, which I formerly thought too drastic. I confess that I was mistaken in differing with Marshal Chiang, but now we have forgiven each other."

At the conclusion of his speech, Mr. Wang stated that he and Marshal Chiang will meet shortly and would be able to co-operate in serving the Nation and the Party.

Wu chi-fai, another prominent Kuomintang leader, who recently retired from Nanking together with Wu Han-min and Marshal Chiang, has written to Wang Ching-wei highly favouring the calling of the Fourth Kuomintang Commissioners Conference, which had been proposed by Mr. Wang. In his letter Mr. Wu gives a full review of the recent Nationalist split.

Ku Mang-yu, Wang Fat-kang and a number of other Central Kuomintang Commissioners of Hankow, have arrived to join Wang Ching-wei. After the arrival of these commissioners, another meeting of the Central Commissioners in Canton was held in Wang Ching-wei's residence to further discuss the

## OBITUARY.

### FORMER ADVISOR TO CHINESE GOVERNMENT.

London, Nov. 11. The death is announced of Sir Walter Gaisie Hillier, K.C.M.G., O.B.E., best known in the Far East as having been the advisor to the Chinese Government from 1902 to 1910. Born in Hongkong in 1849, he was the son of Mr. O. B. Hillier, at one time British Consul at Bangkok. He was educated at Bedford Grammar School and at Blundell's School, Tiverton. He was appointed student interpreter in China in 1867, and in 1870 became assistant Chinese secretary at Peking, holding that position until 1881. From 1885 to 1889 he was Chinese secretary, and from 1889 to 1900 Consul General in Korea. In 1900, he was appointed military advisor to the Chinese Government and for the services he then rendered was mentioned in dispatches and awarded a medal. Returning to England he became professor of Chinese at King's College, London, from 1901 to 1908. He then returned to China to accept the post of advisor to the Chinese Government, retaining that important position for two years. Among his various publications is "The Chinese Language and How to Learn It," and an English-Chinese Dictionary.

matter of the coming Kuomintang Conference. The meeting, which began shortly after noon yesterday lasted till late in the evening. Although no result has been announced it is understood that Mr. Wang and his colleagues in Canton are shortly to issue a manifesto on the subject of the settlement of the disputes in the Kuomintang Party.—A Correspondent.

#### Meet in Shanghai.

Shanghai, Nov. 11. Tan Yen-kai, (chairman) and C.C. Wu, Ho Ying-ching, Li Chung-jen, Ching Chien, and other commissioners of the Nanking Government, yesterday issued a circular telegram replying to the one recently sent out by Canton suggesting holding the Kuomintang Conference in Canton and abolishing the Nanking Special Kuomintang Committee.

The Nanking Commissioners declared that since the Special Committee had been created in accordance with the decision of a joint conference of the Commissioners from Nanking, Hankow and Shanghai it is legal and could not be abolished or suspended unless by authority of the Fourth Kuomintang Conference. They highly favour the proposal of Wang Ching-wei and other Central Commissioners to call the Fourth Conference but suggesting that the seat for such a conference should be Shanghai and not Canton as was suggested. The Nanking Commissioners request that the commissioners in Canton as well as those in other places should come to Shanghai to attend the conference without delay.—Wah Kiu Yat Po.

## LADY COBHAM TO FLY.

### WILL ACCOMPANY HUSBAND ON AFRICAN TRIP.

London, Nov. 11. Lady Cobham will accompany Sir Allan Cobham on a flight of 20,000 miles round Africa, which he begins next Thursday from Rochester. She is going as a member of a crew of six which the flying boat Singapore will carry, and in addition to assisting her husband in keeping detailed records of the flight she will supervise the cooking for the crew.—British Wireless.

## KING OF IRAK.

### LONG DISCUSSION WITH SIR AUSTEN CHAMBERLAIN.

London, Nov. 11. The King of Irak paid an official visit to the Foreign Office last night and was received by Sir Austen Chamberlain. His Majesty was accompanied by his Prime Minister and the whole question of the relations between the two countries was discussed for about two hours. The King Feisal will visit Lancashire on Monday week.—British Wireless.

## SIR CECIL CLEMENTI.

### ENTERTAINED BY CABINET MINISTERS.

Peking, Nov. 11. The Peking Cabinet Ministers entertained the Governor of Hongkong, Sir Cecil Clementi and Lady Clementi last evening at the Waichiao Building. The well known actor Yang Shiao-liao gave a performance to entertain the distinguished foreign visitors.—Wah Kiu Yat Po.

## BOARD OF TRADE.

### OCTOBER RETURNS SHOW INCREASES.

London, Nov. 11. The Board of Trade returns for October show imports amounting to £105,030,630, an increase of £3,693,190 as compared with September, and exports amounting to £61,167,114, an increase of £544,975.—Router.



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"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow  
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"MENTOR" 29th Feb. Genoa, Havre, Liverpool & Glasgow

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"TALTHYRUS" 24th Nov. Victoria, Vancouver & Seattle  
"ACHILLES" 17th Dec. Victoria, Vancouver & Seattle

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"PREMIUS" 26th Nov. New York, Boston & Baltimore  
"MACRAON" 16th Dec. New York, Boston & Baltimore

**PASSENGER SERVICE**  
"SABEDON" 30th Nov. Singapore, Marseilles & London  
"PATROLOS" 27th Dec. Singapore, Marseilles & London  
"ANTENOR" 25th Jan. Singapore, Marseilles & London  
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S.S. OOSTERK ... 10th January.

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S.S. OLDEKERK ... 26th November.  
S.S. GEMMA ... 25th December.  
S.S. ZOSMA ... 22nd January.

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Tons	Days	Destinations
MONGOLIA	16,504	26th Nov. Straits & London
MANTUA	10,946	10th Dec. Straits & London
JETFORE	5,314	17th Dec. Straits & London
KHIVA	9,135	24th Dec. Straits & London
KASHGAR	10,953	7th Jan. 1928. Straits & London
MOBEA	9,135	24th Jan. Straits & London
KALYAN	9,135	31st Jan. Straits & London
DEVANHA	10,946	7th Feb. Straits & London
MALWA	10,946	14th Feb. Straits & London
KHYBER	9,135	21st Feb. Straits & London
MACDONALD	11,120	28th Feb. Straits & London
KHIVA	9,135	6th Mar. Straits & London
KASHGAR	10,953	13th Mar. Straits & London
MANTUA	10,946	20th Mar. Straits & London

\*Passengers to Singapore only.  
 Freight connections from Hong Kong to Europe, Africa, India, Australia, New Zealand, etc., by the P. & O. Steamers of the Line.

## BRITISH INDIA-APCAR SAILINGS

Tons	Days	Destinations
SANTHA	7,754	16th Nov. S'pore, Penang & Calcutta
TALAMBA	8,018	18th Nov. S'pore, Penang & Calcutta
TALMA	10,000	4th Dec. S'pore, Penang & Calcutta
TILAWA	10,006	11th Dec. S'pore, Penang & Calcutta

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

Tons	Days	Destinations
TANDA	6,956	2nd Dec. Manila, Sandakan, Thura
ST. ALBANS	4,500	30th Dec. Island, Townsville, B'bane
ARAFURA	6,000	27 Jan. 1928. Sydney and Melbourne
TANDA	6,956	2nd Mar.

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The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers to Southampton and London via  
 Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

KHIVA	9,135	19th Nov.	S'hai, Moji, Kobe & Yokohama
TILAWA	10,006	23rd Nov.	Amoy, Moji, Kobe & Osaka
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama
MOBEA	10,953	9th Dec.	S'hai, Moji, Kobe & Yokohama
KIDDERPORE	5,334	10th Dec.	S'hai, Moji, Kobe & Yokohama
KALYAN	9,144	13th Dec.	S'hai, Moji, Kobe & Yokohama
DEVANHA	10,986	24th Dec.	S'hai, Moji, Kobe & Yokohama
MALWA	9,144	21st Jan.	S'hai, Moji, Kobe & Yokohama
KHYBER	9,135	28th Jan.	S'hai, Moji, Kobe & Yokohama
KHIVA	9,135	4th Feb.	S'hai, Moji, Kobe & Yokohama
MACDONALD	11,120	11th Feb.	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,005	18th Feb.	S'hai, Moji, Kobe & Yokohama
KALYAN	9,144	25th Feb.	S'hai, Moji, Kobe & Yokohama
MANTUA	10,946	2nd Mar.	S'hai, Moji, Kobe & Yokohama
MONGOLIA	16,504	17th Mar.	S'hai, Moji, Kobe & Yokohama
MOBEA	10,953	30th Mar.	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yokohama
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yokohama
DEVANHA	10,986	11th May	S'hai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

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	Chakang	Sun. 20th Nov at 7 a.m.
	Kwaisang	Wed. 23rd Nov at 7 a.m.
TO SHANGHAI & DIRECT	Yuenang	Wed. 16th Nov at 7 a.m.
TO TIENTSIN via WEIHAIWEI & CHEEFOO	Cheongshing	Satur. 12th Nov at 5 p.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Chipsing	Sun. 27th Nov at 5 p.m.
TO CANTON	Laisang	Sun. 20th Nov at 7 a.m.
TO STRAITS & CALCUTTA	Hopsang	Satur. 12th Nov at 7 a.m.
	Namsang	Fri. 18th Nov at 3 p.m.
	Kutsang	Thurs. 1st Dec at 3 p.m.
TO SANDAKAN	Hinsang	Satur. 26th Nov at 3 p.m.
	Mausang	Wed. 30th Nov at 3 p.m.

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TAIPING	7th January	14th January
CHANGTE	7th February	14th February

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## ANNUAL E.A.S.M.A. DINNER.

(Continued from Page 2.)

Lieut. Col. Hayley Bell they had selected the right person as the head of the Association. So long as he was there the days of prosperity would have no effect on the Association (Applauds).

Proposing the toast of the organization he said the Association was inspired by the great ideal of peace which he had not the slightest doubt that the officials and members would keep ever in view and so long as they kept them in view the Association would continue to flourish and its activities would be manifold and wonderful.

## Representative Body.

Lieut. Col. Hayley Bell replying said the E.A.S.M.A. was a happy collection of representatives of the various services who had been astonished to find the enormous amount of ground they had covered. There were 480 members representing 66 units. Almost every regiment in the Army was represented, together with men from the Dominions and Colonies and also from the great unit of the British Empire, the Mercantile Marine (Applauds).

They had been able with some success to help ex-Servicemen down on their luck, and they tried very hard to keep up the spirit during the war. Armistice Day was the great day of the year and they made something of it. He thought that although they had 450 members they should have more.

Concluding he proposed a toast to the Hon. Mr. Southern which was honoured with enthusiasm. H. E. the Officer Administering the Government briefly replying.

An excellent musical programme was provided by the band of the 2nd, 4th and 5th Scottish Borderers, conducted by Mr. W. H. Fitz-Earle, A.R.C.M., and by Messrs. T. G. Peterson, H. E. Gardner, — Andrews, R. A. Green, R. Dormer and Vic. Blundell.

## RADIO CONVENTION.

## DRAWN UP AT INTERNATIONAL CONFERENCE.

Washington, Nov. 11.

The plenary session of the International Radio Conference under the chairmanship of Mr. Hoover ratified the eighteen articles of the new Radio Convention, specifying the procedure to be adopted for communication between land and ship stations, including rules for licensing stations and the distress call from ships.

The Belgian delegate intimated that Belgium was willing to hold the telegraphic conference in Brussels in 1928 instead of 1930.—Reuter's American Service.

Radio Telephone in Holland.

Hague, Nov. 11.

The Post Master General, in a communique states that excellent results were obtained on the short-wave radio telephone between Holland and the Dutch East Indies on the 7th inst. If the same standard results are maintainable, regular telephone communication between Holland and its colonies is assured.—Reuter.

## INDIAN PROBLEM.

## GREAT RESPONSIBILITY OF BRITISH GOVERNMENT.

London, Nov. 11.

Sir John Simon (Liberal) in the constituency he represents in Parliament refers to the great and difficult task before the Indian Statutory Commission of which he is the chairman. He says the British Parliament has a tremendous responsibility to the people of India. It is a responsibility which cannot be denied or evaded for it is rooted in history and in the facts of the world of to-day.

Therefore the future of India is to be one of peaceful progress and of goodwill both in India and in Britain. This can come about only by the action of the British Parliament combined with the co-operation of India itself.

Both these are provided for by the scheme of which the work of the Commission is the first stage. The Commission does not go to India with any idea of imposing western ideas or constitutional reforms from without. We go to listen, to learn and faithfully to report our conclusions as to actual conditions and varying proposals from within.

The task of the Commission calls for the highest qualities of sympathy and imagination as well as for endless patience, strict impartiality, industry and courage.

"I am upon my part in this duty intensely desiring to give what service I can to India and to Britain and while I am deeply conscious of my own shortcomings I am going to do my best.—British Wireless.

## MARCONI CAPITAL.

## THE LOSS EXPLAINED.

London, Nov. 11.

Justice Eve, granting the Marconi application said that an extraordinarily careful valuation of the assets had been presented to the court and that the company had made out a strong prima facie case in support of the alleged loss of £1,625,000. The respondents submitted that the reduction exceeded the sum which really was not represented by available assets and that the investigators had taken too pessimistic a view of the position. His lordship pointed out that this was only the last of a series of writings down which totalled nearly £5,000,000.

It was impossible not to appreciate that the shareholders who had severely suffered might think the loss was not altogether due to circumstances beyond the control of the management and he therefore allowed the inquiry to range far more widely than he would otherwise have done.—Reuter.

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M.V. "FORMOSA" ... 13th November

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Mr. E. K. Rayner, Mr. B. Bray, Mr. C. Mason, Miss J. Wren, Miss J. Norman, Mr. and Mrs. J. Martin, Mr. A. Thomas, Mr. J. P. Kelly, Mr. J. A. Smith, Mr. A. Woods, Mr. D. Williams, Mr. F. Collier, Mr. F. H. Billingsley, Mr. F. Chaurvedi, Miss E. J. Barile, Mr. and Mrs. Billingsley,

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Most Modern and Central Hotel in the Colony, all Bed Rooms,  
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All Trams pass in front of Hotel.  
Most Moderate Rates in the Colony.  
Hotel launch meets all steamers.  
Dining Room and Lounge now open to the Public.  
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Comfort, Convenience and Distinction.

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UNDER THE SAME MANAGEMENT.

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## KOWLOON

A FIRST CLASS HOTEL WITH ALL MODERN  
CONVENIENCES.

High Class Cuisine and Table Appointments.  
Wonderful view of the Harbour and Peak, and five minutes  
from the Ferry, Wharves and Station.  
Drawing Room, Saloon Bar and Billiard Room.  
Very moderate rates

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Three minutes from Kowloon Wharf, Ferry and Railway Station.  
Entirely, under English Management. Electric Light and Fans throughout.  
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.  
Unrivalled Cuisine under the personal supervision of the proprietress.  
Terms moderate. Special terms to families on application to:  
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Arthur E. Odell, Managing-Director.

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"Sky-blue" in color, these Cheques give travellers the fullest  
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They are spendable and acceptable everywhere. For more  
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PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of  
Victoria, Hongkong.

ARMISTICE DAY  
IN LONDON.SIMPLE CEREMONIAL AT  
HOME.

London, Nov. 11.  
Sunny frosty weather favoured  
the celebration of Armistice Day  
in London. Their Majesties the  
King and Queen, the Prince of  
Wales, the Duke of York and other  
members of the Royal Family,  
members of the Cabinet and re-  
presentatives of the Dominions,  
participated in the impressive  
ceremony at the Cenotaph.

The two minutes' silence was  
everywhere scrupulously observed  
and the wearing of Flanders  
Poppies was universal. The  
broadcast appeal of the Prince of  
Wales last evening urging all to  
"give a little more than last year"  
and other appeals, including that  
of Earl Haig evoked a magnificent  
response.

The sellers of poppies started  
their work at midnight outside the  
House of Commons and in the  
West End.—*Reuter.*

## The Crowd in Whitehall.

London, Nov. 11.  
The great crowd that assembled  
in Whitehall on Armistice Day is  
like no other crowd that London  
knows throughout the year. It  
assembles and stands in silence  
and its perfect quietude is a mea-  
sure of deep emotions which are  
stirred in British hearts and which  
are mellowed but undiminished by  
the passage of nine years.

In the early hours of this morn-  
ing people began to gather near the  
Cenotaph which had already been  
loaded with wreaths sent by Bri-  
tish communities overseas, as far  
distant as Sao Paulo, Brazil and  
Rhodesia, and long before the ser-  
vice began Whitehall was again a  
mass of unmoving and noiseless  
humanity.

The same simple ceremonial as  
in previous years was followed.  
Ten minutes before it began the  
King arrived and stood between his  
sons in a hollow square around the  
Cenotaph formed by service and  
ex-service detachments. He stepped  
forward and laid his wreath at the  
base of the Cenotaph, after which  
others were laid by the Princes,  
members of the Government and  
representatives of the Services and  
from Overseas.

## Reverent Pilgrimage.

Then with the firing of signals  
came the two minutes' silence. As  
it ended the bugle notes of the  
Last Post sounded, and then the  
crowd, led by choirs and massed  
guards bands, sang "O God Our  
Help." The service ended with  
the National Anthem.

Then began the long reverent  
pilgrimage to the Cenotaph by  
patient queues of people, to lay  
their wreaths at its base. Mean-  
while a service had been held at  
the tomb of the Unknown Warrior  
in Westminster Abbey, and in in-  
numerable churches throughout  
the country. Throughout the whole  
Empire and in British communities  
abroad silence was observed. This  
year for the first time Canberra,  
the new capital of Australia, was  
the scene of the Australian cele-  
bration.

A party of more than two hun-  
dred members of the Old Contem-  
platives Association, members of the  
original British Expeditionary  
Force in the Great War, observed  
the two minutes' silence to-day at  
a spot where they first came into  
contact with the Germans during  
the war. Thus yearly since the  
Armistice, nine years ago, repre-  
sentatives of British soldiers who  
were in the Battle of Mons have  
commemorated it on the spot they  
themselves made famous.

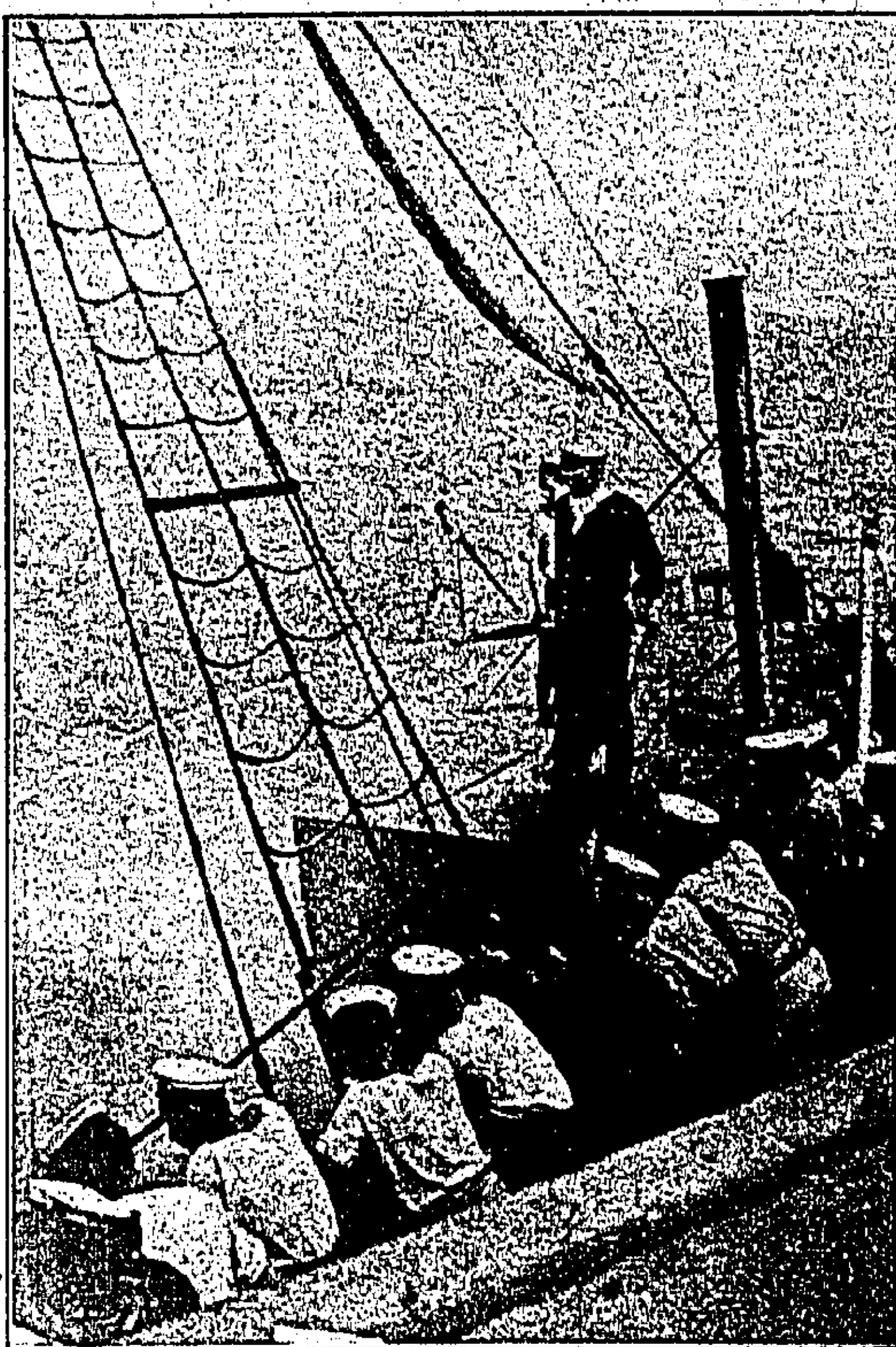
## Historic Broadcast.

Everywhere in Britain as in  
many other parts of the  
Empire, Flanders poppies were  
sold to aid the funds of the  
British Legion, were worn in  
remembrance of those who surviv-  
ed the war only to suffer in death  
and misfortune from its effects.  
Last night the Prince of Wales in  
a moving speech, appealed for this  
cause. He mentioned that the sale  
of poppies, which in the first year,  
1921, had produced £106,000, had  
risen annually until last year  
£435,000 were given. This year  
he asked for half a million.  
Poppies are made at a special fac-  
tory where only disabled ex-  
servicemen are employed.

To-night during the Remem-  
brance festival at the Albert Hall,  
the Prince of Wales will give a  
short address which will be relayed  
throughout the Empire by short-  
wave telephony. The United  
States will also attempt to in-  
tercept and relay the speech.—  
*British Wireless.*

"Poster publicity work is a very  
tricky business," said Mr. S. G.  
Talents, secretary to the Empire  
Marketing Board, at the City of  
London Tradesmen's Club. "An  
American soap company spent  
£2,500 on an advertisement depict-  
ing a young woman hanging wash-  
ing on a line with a baby on the  
grass at her feet, but every poster  
had to be scrapped because the  
artist forgot to give the woman a  
wedding ring." (Laughter.)

## THE S.S. IRENE PIRACY.



This picture shows the commander of H.M.S. Dehli,  
directing fire fighting operations on the ill-fated s.s. Irene,  
which sank in Bias Bay following piracy and fire.

OUR DAILY TALK ON  
HEALTH.A LIKELY CAUSE OF  
PELLAGRA.

## THE MISSING VITAMIN.

In the area south of the Po-  
tome and the Ohio rivers and  
indeed in many other portions of  
the south particularly, the disease  
known as pellagra is still a sig-  
nificant cause of death and of  
disability.

In this condition there is a typi-  
cal eruption on the skin, associat-  
ed with a loss of strength, indiges-  
tion, nervousness, dizziness, verti-  
go, headache and a burned or  
scaled feeling of the mouth and  
tongue. In a small percentage  
of the cases the mind is disturbed  
sufficiently to demand asylum care  
but the exact relationship of the  
mental disturbance to the disease  
has not been accurately determined.  
As Dr. Joseph Goldberger of the  
United States Public Health Ser-  
vice, emphasizes in a recent con-  
sideration of the subject, the dis-  
ease is rarely seen in persons who  
eat much meat or who drink fresh  
milk regularly.

## Comes With Poverty.

The disease may occur in any-  
one but the poor are the chief  
sufferers. When the cost of food  
increases greatly the incidence of  
this disease rises rapidly.

Investigations made in many  
places lend increasing support to  
the opinion that pellagra is the  
result of living on an unbalanced  
diet and that people who eat a  
mixed, well-balanced and varied  
diet do not have the disease.

The diet of the rural population  
of the south is made up mostly of  
cornmeal, hominy grits, white  
wheat flour, white rice, dried  
beans salt pork, sorghum or cane  
molasses and collards, or  
"greens." Apparently there is  
in it too little of some important  
vitamin to prevent the appearance  
of pellagra.

This vitamin is believed to be  
present in nearly if not quite all  
natural foods except the oils and  
fats. There is little in cornmeal,  
white flour or rice, but a great  
deal in lean meat and powdered  
yeast.

Milk is one of the most valu-  
able single foods for the preven-  
tion of pellagra, but when lean  
meat, yeast, vegetables and fruits  
are not in the diet, at least a  
quart of milk must be taken every  
day to provide an adequate amount  
of vitamin.

## Potatoes And Fruits.

The yolk of the egg contains a  
good deal of the preventive sub-  
stance. She vegetables as pota-  
toes, turnips, string beans, toma-  
toes, cabbage and spinach, as well  
as the fruits, contain the vitamin,  
but in relatively small amounts.

Thus nearly two pounds of to-  
matoes or a quart of canned to-  
mato juice are needed to have the  
same preventive effect as a quart  
of buttermilk or a half pound of  
lean meat or an ounce of pow-  
dered yeast.

Dr. Goldberger recommends one  
ounce of powdered yeast a day for  
an adult, or half of this for a  
child under twelve years of age,  
for the control of the disease in  
those on bad diets or in persons

JUNK CAPSIZES IN  
HARBOUR.

## ALL THE CREW RESCUED.

While attempting to get along-  
side the s.s. Hanoi, which was  
moored to a buoy in the harbour,  
at six o'clock yesterday evening,  
a cargo junk capsized and the five  
occupants were thrown into the  
water. They were promptly res-  
cued, but all the cargo was lost.

It appears that the junk, which  
was carrying a cargo of about 200  
piculs was being towed by a  
launch from the Praya, Kennedy  
Town, to the s.s. Hanoi. When  
close to the vessel the launch  
cast off and went away. In endea-  
vouring to secure his position  
alongside, the master put over the  
helm, and as the crew were stand-  
ing on the side of the junk the bal-  
ance was upset and the boat over-  
turned.

Boats nearby went to the rescue  
and succeeded in saving the five  
men who were struggling in the  
water.

All the cargo was lost and the  
junk is now upside down, practi-  
cally submerged. The value of  
the loss is not yet known.

## WOMEN AS JOCKEYS.

MISS SAUNDERS THE  
WINNER.

London, Oct. 14.  
Once again yesterday the New-  
market Town Plate was taken by  
a woman, the winner being Miss  
D. Saunders, on Fay Toy, a 7-year-  
old horse trained by herself and  
owned by her father, Mr. F. D.  
Saunders.

There were only three starters,  
and all of them were ridden by  
women.

Miss Eileen Joel, daughter of  
Mr. S. B. Joel, rode Mr. W. Earl's  
Hogier, on which she won the Town  
Plate two years ago, when she was  
the first woman to win the race.  
Miss Iris Rickaby, who was  
first last year on Stephanita, rode  
Mayor R. Ratcliffe's Happy Greet-  
ing yesterday.

Miss Saunders jumped off in  
front and held the lead all the way,  
winning easily by a distance.

Miss Rickaby came in second,  
and Miss Joel was rather a bad  
third. The distance of the race  
was four miles.

Miss Saunders wore a black  
velvet jockey cap with a long peak,  
a man's shirt and collar, a gold  
and light blue tie, and khaki riding  
breeches with leggings.

## HOW MUCH DO YOU KNOW?

The following are the replies to  
to-day's questions:—

1. A scarf sometimes worn by men in the  
middle ages. 2. The patriarch Job. 3. Off  
Land's End. 4. A Chaffinch, hedge-sparrow,  
turkey, nightingale. 5. Inogen. 6. Orion.  
7. A territorial division of a district or  
county; similar to the division known as "the  
hundreds." 8. An elegant ready-made gar-  
ment. 9. 1865—Donati's comet. 10. King  
Alfred. 11. Islands near the mouth of the  
River Clyde, in Scotland. 12. Milton.

who already show symptoms. The  
yeast may be given in milk, to-  
mato juice or fruit juices with ad-  
ditional benefit from the drink it-  
self. "In the average case," he  
says, "the patient, if carefully fed,  
will be fully convalescent in from  
six to twelve weeks."

## Entertainments

Romance spiced with comedy and thrills—



BEAUTIFUL, wealthy, From the story by  
spotted. See how weak- Fannie Hurst writ-  
ness conquers her where ten specially for the  
strength fails. Star.

Also.—Felix Busts Into Business

AT THE

QUEEN'S TO-DAY ONLY  
At 2.30, 5.10, 7.15 & 9.20



THE famous stage success now comes to  
take its place among the immortal heart  
dramas of the screen. It is unquestionably  
one of the most gripping stories ever filmed.

**He Who Gets Slapped**  
from the play by LEONID ANDREYEV  
Adapted by CAREY WILSON  
LON CHANEY NORMA SHEARER  
JOHN GILBERT TULLY MARSHALL  
Produced by LOUIS B. MAYER

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Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

## THE SPANISH DANCER



A  
Romance  
of  
Old Spain  
with  
POLA NEGRI

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Continuous 2.30 to 11.15.